

A. ADMINISTRATIVE REPORT & DECISION

DECISION: ☐ APPROVED ☒ APPROVED SUBJECT TO CONDITIONS ☐ DENIED

REPORT DATE: October 24, 2016

Project Name: Starbucks at Airport Plaza

Owner: Burkheimer Family, LLC, 1326 5th Avenue NE #708, Seattle, WA 98181

Applicant/Contact: Lance Mueller, Lance Mueller & Associates Architecture, 130 Lakeside Avenue, Suite 250, Seattle, WA 98122

File Number: LUA16-000506, ECF, SA-A, MOD

Project Manager: Jill Ding, Senior Planner

Project Summary: The applicant is requesting Administrative Site Plan Review, Environmental (SEPA) Review, and a street modification, for the construction of a new Starbucks with associated parking, and landscaping. The 0.43 acre site is located within the Commercial Mixed Use (CMU) land use designation and the Commercial Arterial (CA) zoning classification. The proposed building pad is located on the southwest corner of the site, at the northeast corner of Rainier Ave S and S Tobin St. The proposed building would have a gross square footage of approximately 2,000 square feet. Access to the site would be provided via existing curb cuts along Airport Way S, Rainier Ave S, and S Tobin St. The proposal includes 15 parking spaces within surface parking area to the east of the proposed structure.

Project Location: 68 Rainier Avenue S

Site Area: 0.43 acres



Project Location Map

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B. EXHIBITS:

- Exhibits 1-9: ERC Report and Exhibits
- Exhibit 10: Administrative Report & Decision
- Exhibit 11: Updated Building Elevations
- Exhibit 12: Modification Request
- Exhibit 13: SEPA Determination

C. GENERAL INFORMATION:

- 1. **Owner(s) of Record:** Burkheimer Family, LLC
1326 5th Avenue NE #708
Seattle, WA 98181
- 2. **Zoning Classification:** Commercial Arterial (CA)
- 3. **Comprehensive Plan Land Use Designation:** Commercial Mixed Use (CMU)
- 4. **Existing Site Use:** The site is currently developed with 20,800 square feet of mixed tenant retail/service uses and a 7,240 square foot bank building as well as surface parking.
- 5. **Critical Areas:** Seismic hazard
- 6. **Neighborhood Characteristics:**
 - a. **North:** Retail development, CA zone
 - b. **East:** Strip retail development, CA zone
 - c. **South:** Tommy's Café, CA zone
 - d. **West:** McDonald's, CA zone
- 6. **Site Area:** 2.64 acres

D. HISTORICAL/BACKGROUND:

<u>Action</u>	<u>Land Use File No.</u>	<u>Ordinance No.</u>	<u>Date</u>
Comprehensive Plan	N/A	5758	06/22/2015
Zoning	N/A	5758	06/22/2015
Annexation	N/A	Incorporation	09/06/1901

E. PUBLIC SERVICES:

- 1. **Existing Utilities**
 - a. Water: Water service will be provided by the City of Renton. There is an existing 12" cast iron water main south of the site along the northern edge of S. Tobin Street that can deliver 5,200 gallons per minute (gpm). Reference Project File WTR2700020 in COR Maps for record drawings. There is also a dead end 10" ductile iron water main west of the site along the eastern edge of Rainier Avenue S. that ends at a fire hydrant (COR Facility ID No. HYD S 00367) that can deliver

1,950 gallons per minute (gpm). Reference Project File WTR2700711 in COR Maps for record drawings.

- b. Sewer: Sewer service is provided by the City of Renton. There is an existing 6" PVC side sewer that serves Banner Bank at 54 Rainier Avenue S. north of the site. The side sewer is connected to the sewer main in S. Tobin Street and passes through the proposed building footprint.
 - c. Surface/Storm Water: There is an existing 12" storm drain located along the southern S. Tobin Street frontage that flows from west to east. There is an existing 12" storm drain located along the western frontage of Rainier Avenue S. that flows from south to north.
2. **Streets**: The existing Right of Way along Rainier Ave S is approximately 150 feet and is classified as a principal Arterial with 7 lanes. S. Tobin Street is a commercial access street. Per RMC 4-6-060, the minimum right of way for a commercial access street with two lanes is 69'. The minimum paved roadway width is 36' including 20' of travel lanes and 8' parking lanes on each side. The King County Assessor's Map shows an approximate current right of way width of 60' for S. Tobin Street.
3. **Fire Protection**: Renton Fire Authority

F. APPLICABLE SECTIONS OF THE RENTON MUNICIPAL CODE:

1. **Chapter 2 Land Use Districts**
 - a. Section 4-2-020: Purpose and Intent of Zoning Districts
 - b. Section 4-2-070: Zoning Use Table
 - c. Section 4-2-120: Commercial Development Standards
2. **Chapter 3 Environmental Regulations**
 - a. Section 4-3-050: Critical Area Regulations
3. **Chapter 4 Property Development Standards**
4. **Chapter 6 Streets and Utility Standards**
 - a. Section 4-6-060: Street Standards
5. **Chapter 9 Permits – Specific**
 - a. Section 4-9-200: Master Plan and Site Plan Review
6. **Chapter 11 Definitions**

G. APPLICABLE SECTIONS OF THE COMPREHENSIVE PLAN:

1. Land Use Element

H. FINDINGS OF FACT (FOF):

1. The Planning Division of the City of Renton accepted the above master application for review on July 5, 2016 and determined the application complete on July 13, 2016. The project complies with the 120-day review period.
2. The project site is located at 68 Rainier Avenue S.
3. The site is currently developed with 20,800 square feet of mixed tenant retail/service uses and a 7,240 square foot bank building as well as surface parking.
4. The proposed building would have a square footage of 2,000 square feet, a maximum height of 21 feet, and a building coverage of 11 percent.

5. The front of the building is proposed to be oriented to the west towards Rainier Avenue S. The building is proposed to be finished with horizontal ribbed metal siding, stucco (or other similar material), and stone or masonry veneer.
6. Access to the site is provided via 4 existing driveways, which would remain unchanged as a result of the proposal. One driveway access is off of Airport Way S, two driveway access points are off of Rainier Avenue S, and one driveway access is off of S Tobin Street. A total of 15 surface parking spaces are proposed and 8 stacking spaces are proposed in the drive-through.
7. The property is located within the Commercial Mixed Use (CMU) Comprehensive Plan land use designation.
8. The site is located within the Commercial Arterial (CA) zoning classification.
9. There are approximately 4 trees on the project site, all 4 trees are proposed to be retained.
10. The site is mapped with a seismic hazard area.
11. Approximately 400-600 cubic yards of material would be excavated for the building footings and foundation.
12. The applicant is proposing to begin and end construction in Spring of 2017.
13. Staff received one agency comment letter from the Department of Archaeology & Historic Preservation (DAHP) (Exhibit 9). To address the agency comments, a SEPA mitigation measure was added to the project requiring that an Archaeology Survey be submitted prior to the issuance of a construction permit.
14. Pursuant to the City of Renton's Environmental Ordinance and SEPA (RCW 43.21C, 1971 as amended), on August 15, 2016 the Environmental Review Committee issued a Determination of Non-Significance - Mitigated (DNS-M) for the Starbucks at Airport Plaza (Exhibit 13). The DNS-M included one mitigation measure. A 14-day appeal period commenced on August 19, 2016 and ended on September 2, 2016. No appeals of the threshold determination were filed.
15. Based on an analysis of probable impacts from the proposal, the Environmental Review Committee (ERC) issued the following mitigation measures with the Determination of Non-Significance – Mitigated:
 1. A survey shall be submitted to the Current Planning Project Manager that conforms to the requirements and standards of the Washington State Office of Archaeology and Historic Preservation and must be conducted under the on-site supervision of a state-approved archaeologist prior to construction permit approval. Should evidence of a historic site be found during site development, work shall immediately cease and the Washington State of Archaeology and Historic Preservation shall be contacted at (360) 586-3065. In the event that cultural artifacts are found, work cannot recommence until approval is received from the Office of Archaeology and Historic Preservation.
16. Representatives from various city departments have reviewed the application materials to identify and address issues raised by the proposed development. These comments are contained in the official file, and the essence of the comments has been incorporated into the appropriate sections of this report and the Departmental Recommendation at the end of this report.
17. **Comprehensive Plan Compliance:** The site is designated Commercial Mixed Use (CMU) on the City's Comprehensive Plan Map. Allow residential uses as part of mixed-use developments, and support new office and commercial development that is more intensive than what exists to create a vibrant district and increase employment opportunities. The intention of this designation is to transform strip commercial development into business districts through the intensification of uses and with cohesive site planning, landscaping, signage, circulation, parking, and the provision of public amenity features.

The proposal is compliant with the following Comprehensive Plan Goals and Policies if all conditions of approval are met:

Compliance	Comprehensive Plan Analysis
✓	Policy L-37: Land uses in areas subject to flooding, seismic, geologic, and coal mine hazards should be designed to prevent property damage and environmental degradation before, during, and after construction.
✓	Goal L-BB: Maintain a high quality of life as Renton grows by ensuring that new development is designed to be functional and attractive.
✓	Goal L-FF: Strengthen the visual identity of Renton and its Community Planning Areas and neighborhoods through quality design and development.

18. **Zoning Development Standard Compliance: Zoning Development Standard Compliance:** The purpose of the Commercial Arterial Zone (CA) is to evolve from “strip commercial” linear business districts to business areas characterized by enhanced site planning and pedestrian orientation, incorporating efficient parking lot design, coordinated access, amenities and boulevard treatment with greater densities. The CA Zone provides for a wide variety of retail sales, services, and other commercial activities along high-volume traffic corridors. Residential uses may be integrated into the zone through mixed-use buildings. The zone includes the designated Automall District. The proposal is compliant with the following development standards if all conditions of approval are met:

Compliance	CA Zone Develop Standards and Analysis
✓	Use: Eating and drinking establishments are an outright permitted use within the CA zone. Drive-in/drive-through retail is permitted as an accessory use provided the use is located on its own lot with some amount of indoor customer seating to qualify the drive-through as “accessory” to the eating/drinking establishment. <i>Staff Comment:</i> The proposal for a Starbucks Restaurant with an accessory drive-through window is an outright permitted use within the CA zone.
N/A	Density: The minimum density required in the CA zone is 10.0 dwelling units per net acre. The maximum density permitted is 60 dwelling units per net acre in the City Center and Highlands Community Planning Areas and 30 dwelling units per net acre in the East Plateau and Kenndale Community Planning Areas. Net density is calculated after the deduction of sensitive areas, areas intended for public right-of-way, and private access easements. <i>Staff Comment:</i> Not applicable, no residential units are proposed.
N/A	Lot Dimensions: The minimum lot size required in the CA zone is 5,000 sq. ft. There are no minimum lot width or depth requirements. <i>Staff Comment:</i> Not applicable, no subdivision is proposed.
✓	Setbacks: The minimum front yard setback is 15 ft. The minimum setback may be reduced to 0 ft. through the site plan review process, provided blank walls are not located within the reduced setback. A maximum front yard setback of 20 ft. is required. The minimum side yard along a street setback is 15 ft. The minimum setback may be reduced to 0 ft. through the site plan review process, provided blank walls are not located within the reduced setback. The maximum side yard along a street

	<p>setback is 20 feet. There are no minimum side or rear yard setbacks, except 15 ft. if the lot abuts or is adjacent to a lot zoned residential.</p> <p><i>Staff Comment: The proposed building would have an 11-foot 11-inch front yard setback from Rainier Ave. S and an 18-foot side yard along a street setback along S Tobin Street. No side or rear setbacks are applicable as the site does not abut a residential zone. The applicant is requesting a reduction from the required 15 feet minimum front yard setback to 11 feet 11 inches. The minimum front yard setback may be reduced, provided no blank walls are located within the reduced setback area. The front façade of the proposed building includes a building entrance surrounding by windows and an entry canopy, which extends across over 50 percent of the façade. In addition, the applicant has proposed a variety of material treatments to enhance the appearance of the front façade. No blank walls are proposed along the front façade; therefore the proposed front yard setback reduction to 11 feet 11 inches would comply with this requirement.</i></p>
✓	<p>Building Standards: The CA zone has a maximum building coverage 65% of total lot area or 75% if parking is provided within the building or within an on-site parking garage. The maximum building height permitted is 50 ft., except 60 ft. if the ground floor of the building is in commercial use.</p> <p><i>Staff Comment: The proposal for a new 2,000 square foot Starbucks would result in a building coverage of 11 percent on the 18,819 square foot site, which is less than the maximum building coverage of 65 percent.</i></p> <p><i>The proposed building would have a height of 21 feet, which is less than the 50-foot maximum height permitted.</i></p>
Compliant if condition of approval is met	<p>Landscaping: The City's landscape regulations (RMC 4-4-070) require a 10-foot landscape strip along all public street frontages. Additional minimum planting strip widths between the curb and sidewalk are established according to the street development standards of RMC 4-6-060. Street trees and, at a minimum, groundcover, are to be located in this area when present. Spacing standards shall be as stipulated by the Department of Community and Economic Development, provided there shall be a minimum of one street tree planted per address. Any additional undeveloped right-of-way areas shall be landscaped unless otherwise determined by the Administrator.</p> <p>All parking lots shall have perimeter landscaping as follows:</p> <p>Such landscaping shall be at least ten feet (10') in width as measured from the street right-of-way. Standards for planting shall be as follows:</p> <ol style="list-style-type: none"> Trees shall be two inches (2") in diameter at breast height (dbh) for multi-family, commercial, and industrial uses at an average minimum rate of one tree per thirty (30) lineal feet of street frontage. Shrubs at the minimum rate of one per twenty (20) square feet of landscaped area. Up to fifty percent (50%) of shrubs may be deciduous. Ground cover in sufficient quantities to provide at least ninety percent (90%) coverage of the landscaped area within three (3) years of installation. <p>Surface parking lots with more than fourteen (14) stalls shall be landscaped as follows:</p> <p>Surface parking lots with between 15 and 50 spaces shall provide 15 sf of landscaping per parking space, 51 and 99 spaces shall provide 25 sf of landscaping per parking</p>

	<p>space, and 100 or more spaces shall provide 35 sf of landscaping per parking space. Perimeter parking lot landscaping shall be at least 10 feet in width, interior parking lot landscaped areas shall have a minimum width of 5 feet.</p> <p><i>Staff Comment: The applicant submitted a conceptual landscape plan (Exhibit 3) with the project application materials. The submitted landscape plan includes an onsite landscape strip along all street frontages. The landscape strip has a minimum width of 10 feet in all areas, with the exception of a small area on the northwest portion of where the limits of work are denoted. In this area the onsite landscape strip has a minimum width of approximately 9 feet and is adjacent to a concrete walkway. A concrete walkway is not necessary in this location as new a concrete walkway is proposed from the sidewalk along Rainier Ave S connecting directly to the building entrance. To ensure that the proposal complies with the City's landscape regulations, staff recommends, as a condition of approval, that the landscaped area abutting Rainier Ave S on the northwest corner of the denoted limits of work area be increased to the minimum required width of 10 feet.</i></p> <p><i>Along the site's S Tobin Street frontage, the 10-foot onsite landscape strip would be vegetated largely with existing landscaping that is proposed to remain. According to aerial photography of the site, the vegetation in this area is relatively sparse. Therefore, staff recommends that additional plantings be added to the retained plantings along S Tobin Street. These additional plantings shall be shown on a detailed landscape plan to be submitted at the time of building permit review to the Current Planning Project Manager for review and approval.</i></p> <p><i>The Starbucks building would have 15 parking spaces in the immediate vicinity of the new building. Within parking lots that have 15 or more parking spaces, a minimum of 15 square feet of landscaping is required per parking space. Based on the proposal for 15 parking spaces adjacent to the new building, a minimum of 225 square feet of landscaping would be required. The applicant indicates that the proposal would result in 2,090 square feet of perimeter landscaping and 2,176 square feet of interior landscaping for a total of 4,266 square feet of parking lot landscaping. The total amount of parking lot landscaping proposed exceeds the minimum requirement.</i></p> <p><i>Shrubs are required at a minimum rate of 1 per every 20 square feet of landscaped area. Up to 50 percent of the shrubs may be deciduous. The submitted plant list included with the conceptual landscape plan did not include quantities of the proposed shrubs; therefore, staff was unable to verify compliance with this requirement. Staff recommends, as a condition of approval, that the applicant provide an analysis demonstrating how the project complies with the following landscaping requirement: Shrubs are required at a minimum rate of 1 per every 20 square feet of landscaped area. Up to 50 percent of the shrubs may be deciduous. This analysis shall be provided to the Current Planning Project Manager for review and approval at the time of building permit review.</i></p>
✓	<p>Tree Retention: The City's adopted Tree Retention and Land Clearing Regulations require the retention of 10 percent of trees in a commercial development.</p> <p>Significant trees shall be retained in the following priority order:</p> <p>Priority One: Landmark trees; significant trees that form a continuous canopy; significant trees on slopes greater than twenty percent (20%); Significant trees adjacent to critical areas and their associated buffers; and Significant trees over sixty feet (60') in height or greater than eighteen inches (18") caliper.</p>

	<p>Priority Two: Healthy tree groupings whose associated undergrowth can be preserved; other significant native evergreen or deciduous trees; and Other significant non-native trees.</p> <p>Priority Three: Alders and cottonwoods shall be retained when all other trees have been evaluated for retention and are not able to be retained, unless the alders and/ or cottonwoods are used as part of an approved enhancement project within a critical area or its buffer.</p> <p><u>Staff Comment:</u> A total of 4 significant trees have been identified on the project site. The applicant is required to retain 10 percent or 0.4 trees. The applicant is proposing to retain 4 trees, which exceeds the minimum tree retention requirements.</p>
✓	<p>Vehicular Access: A connection shall be provided for site-to-site vehicle access ways, where topographically feasible, to allow a smooth flow of traffic across abutting CA lots without the need to use a street. Access may comprise the aisle between rows of parking stalls, but is not allowed between a building and a public street.</p> <p><u>Staff Comment:</u> The proposed Starbucks building is proposed within an existing shopping center that currently provides vehicular access to all buildings within the shopping center. The proposed Starbucks would maintain the existing vehicular access throughout the site.</p>
✓	<p>Parking: Parking regulations require that a minimum of 2.5 spaces per 1,000 square feet of net floor area and a maximum of 5.0 spaces per 1,000 square feet of net floor area be provided for a shopping center.</p> <p>Standard parking stall dimensions are 9 feet by 20 feet, compact stall dimensions are 8 ½ feet by 16 feet.</p> <p>The drive-through facility shall be so located that sufficient on-site vehicle stacking space is provided for the handling of motor vehicles using such facility during peak business hours. Typically 5 stacking spaces per window are required unless otherwise determined by the Community and Economic Development Administrator. Stacking spaces cannot obstruct required parking spaces or ingress/egress within the site or extend into the public right-of-way.</p> <p><u>Staff Comment:</u> With the addition of the proposed 2,000 square foot Starbucks, the Airport Plaza shopping center would have a total of 30,040 square feet of floor area on the project site. Based on the total floor area of 30,040 square feet, a minimum of 75 spaces would be required and no more than 150 spaces would be permitted. After the construction of the Starbucks, the shopping center would have a total of 130 parking spaces, which is within the parking range required for a shopping center.</p> <p>The applicant's site plan indicates that the proposed drive-through would accommodate 8 stacking spaces, which exceeds the City's minimum requirement of 5.</p>
N/A	<p>Fences and Retaining Walls: A maximum of eight feet (8') anywhere on the lot provided the fence, retaining wall or hedge does not stand in or in front of any required landscaping or pose a traffic vision hazard.</p> <p>There shall be a minimum three-foot (3') landscaped setback at the base of retaining walls abutting public rights-of-way.</p> <p><u>Staff Comment:</u> No fences or retaining walls are proposed.</p>

19. **Design District Review:** The project site is located within Design District 'D'. The following table contains project elements intended to comply with the standards of the Design District 'D' Standards and guidelines, as outlined in RMC 4-3-100.E:

Compliance	Design District Guideline and Standard Analysis
1. SITE DESIGN AND BUILDING LOCATION:	
Intent: To ensure that buildings are located in relation to streets and other buildings so that the Vision of the City of Renton can be realized for a high-density urban environment; so that businesses enjoy visibility from public rights-of-way; and to encourage pedestrian activity.	
a. Building Location and Orientation:	
Intent: To ensure visibility of businesses and to establish active, lively uses along sidewalks and pedestrian pathways. To organize buildings for pedestrian use and so that natural light is available to other structures and open space. To ensure an appropriate transition between buildings, parking areas, and other land uses; and increase privacy for residential uses.	
Guidelines: Developments shall enhance the mutual relationship of buildings with each other, as well as with the roads, open space, and pedestrian amenities while working to create a pedestrian oriented environment. Lots shall be configured to encourage variety and so that natural light is available to buildings and open space. The privacy of individuals in residential uses shall be provided for.	
✓	<p>Standard: The availability of natural light (both direct and reflected) and direct sun exposure to nearby buildings and open space (except parking areas) shall be considered when siting structures.</p> <p>Staff Comment: <i>The proposed building would have a maximum height of 20 feet and is located at the southwest corner of the project site away from the other buildings onsite. It is not anticipated that the new building would adversely impact direct sun exposure to nearby buildings.</i></p>
✓	<p>Standard: Buildings shall be oriented to the street with clear connections to the sidewalk.</p> <p>Staff Comment: <i>The proposed building is oriented towards Rainier Avenue S with an entrance to the building and a proposed pedestrian connection connecting the sidewalk along Rainier to the building entrance.</i></p>
✓	<p>Standard: The front entry of a building shall be oriented to the street or a landscaped pedestrian-only courtyard.</p> <p>Staff Comment: <i>The front entrance of the building is oriented towards Rainier Avenue S.</i></p>
N/A	<p>Standard: Buildings with residential uses located at the street level shall be:</p> <ul style="list-style-type: none"> a. Set back from the sidewalk a minimum of ten feet (10') and feature substantial landscaping between the sidewalk and the building; or b. Have the ground floor residential uses raised above street level for residents' privacy. <p>Staff Comment: <i>Not applicable, no residential uses are proposed.</i></p>
b. Building Entries:	
Intent: To make building entrances convenient to locate and easy to access, and ensure that building	

entries further the pedestrian nature of the fronting sidewalk and the urban character of the district.

Guidelines: Primary entries shall face the street, serve as a focal point, and allow space for social interaction. All entries shall include features that make them easily identifiable while reflecting the architectural character of the building. The primary entry shall be the most visually prominent entry. Pedestrian access to the building from the sidewalk, parking lots, and/or other areas shall be provided and shall enhance the overall quality of the pedestrian experience on the site.

✓	<p>Standard: A primary entrance of each building shall be located on the facade facing a street, shall be prominent, visible from the street, connected by a walkway to the public sidewalk, and include human-scale elements.</p> <p><i>Staff Comment:</i> As previously discussed above, the proposed included a building entrance facing Rainier Avenue S. The building entrance is surrounded by windows and protected with a canopy over the entrance. A sidewalk connection is proposed between the entrance and sidewalk through a landscaped area.</p>
✓	<p>Standard: A primary entrance of each building shall be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting.</p> <p><i>Staff Comment:</i> The proposal includes a canopy over the building entrance and a large entry door, surrounded by windows.</p>
✓	<p>Standard: Building entries from a street shall be clearly marked with canopies, architectural elements, ornamental lighting, or landscaping and include weather protection at least four and one-half feet (4-1/2') wide. Buildings that are taller than thirty feet (30') in height shall also ensure that the weather protection is proportional to the distance above ground level.</p> <p><i>Staff Comment:</i> The proposed entry facing Rainier Avenue S is marked with a minimum 4 ½ -foot wide canopy, large windows, and landscaping.</p>
✓	<p>Standard: Building entries from a parking lot shall be subordinate to those related to the street.</p> <p><i>Staff Comment:</i> The building entrance from the parking lot is smaller in scale with fewer windows than the entrance off of Rainier Avenue S.</p>
✓	<p>Standard: Features such as entries, lobbies, and display windows shall be oriented to a street or pedestrian-oriented space; otherwise, screening or decorative features should be incorporated.</p> <p><i>Staff Comment:</i> See discussion above.</p>
✓	<p>Standard: Multiple buildings on the same site shall direct views to building entries by providing a continuous network of pedestrian paths and open spaces that incorporate landscaping.</p> <p><i>Staff Comment:</i> A pedestrian walkway, comprised of textured concrete, is proposed to connect the proposed Starbucks to the main strip retail building to the east.</p>
N/A	<p>Standard: Ground floor residential units that are directly accessible from the street shall include entries from front yards to provide transition space from the street or entries from an open space such as a courtyard or garden that is accessible from the street.</p> <p><i>Staff Comment:</i> Not applicable.</p>

c. Transition to Surrounding Development:

Intent: To shape redevelopment projects so that the character and value of Renton's long-established, existing neighborhoods are preserved.

Guidelines: Careful siting and design treatment shall be used to achieve a compatible transition where new buildings differ from surrounding development in terms of building height, bulk and scale.

✓	<p>Standard: At least one of the following design elements shall be used to promote a transition to surrounding uses:</p> <ol style="list-style-type: none"> 1. Building proportions, including step-backs on upper levels in accordance with the surrounding planned and existing land use forms; or 2. Building articulation to divide a larger architectural element into smaller increments; or 3. Roof lines, roof pitches, and roof shapes designed to reduce apparent bulk and transition with existing development. <p>Additionally, the Administrator may require increased setbacks at the side or rear of a building in order to reduce the bulk and scale of larger buildings and/or so that sunlight reaches adjacent and/or abutting yards.</p> <p><u>Staff Comment:</u> <i>The applicant has proposed a shed roof transitioning to a flat roof to reduce the bulk and scale of the proposed building.</i></p>
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d. Service Element Location and Design:

Intent: To reduce the potential negative impacts of service elements (i.e., waste receptacles, loading docks) by locating service and loading areas away from high-volume pedestrian areas, and screening them from view in high visibility areas.

Guidelines: Service elements shall be concentrated and located so that impacts to pedestrians and other abutting uses are minimized. The impacts of service elements shall be mitigated with landscaping and an enclosure with fencing that is made of quality materials.

✓	<p>Standard: Service elements shall be located and designed to minimize the impacts on the pedestrian environment and adjacent uses. Service elements shall be concentrated and located where they are accessible to service vehicles and convenient for tenant use.</p> <p><u>Staff Comment:</u> <i>The service area for the proposed Starbucks would be located within the parking lot, adjacent to the exit from the drive-through. The proposed location would be convenient for tenant use and accessible for the service provider.</i></p>
✓	<p>Standard: In addition to standard enclosure requirements, garbage, recycling collection, and utility areas shall be enclosed on all sides, including the roof and screened around their perimeter by a wall or fence and have self-closing doors.</p> <p><u>Staff Comment:</u> <i>The service elements would be enclosed on all sides. A solid cap is proposed over the top of the service element and the walls would be comprised of main body block and intercolor textured cmu. The walls would be painted to match the color of the main building. Galvanized steel gates, painted to match the canopies of the proposed building are proposed to provide access to the service area.</i></p>
✓	<p>Standard: Service enclosures shall be made of masonry, ornamental metal or wood, or some combination of the three (3).</p> <p><u>Staff Comment:</u> <i>See previous discussion above.</i></p>

✓	<p>Standard: If the service area is adjacent to a street, pathway, or pedestrian-oriented space, a landscaped planting strip, minimum 3 feet wide, shall be located on 3 sides of such facility.</p> <p>Staff Comment: <i>The applicant has proposed a 3-foot wide landscape strip around 3 sides of the facility.</i></p>
<p>e. Gateways:</p> <p>Intent: To distinguish gateways as primary entrances to districts or to the City, special design features and architectural elements at gateways should be provided. While gateways should be distinctive within the context of the district, they should also be compatible with the district in form and scale.</p> <p>Guidelines: Service elements shall be concentrated and located so that impacts to pedestrians and other abutting uses are minimized. The impacts of service elements shall be mitigated with landscaping and an enclosure with fencing that is made of quality materials.</p>	
N/A	<p>Standard: Developments located at district gateways shall be marked with visually prominent features.</p> <p>Staff Comment: <i>Not applicable.</i></p>
N/A	<p>Standard: Gateway elements shall be oriented toward and scaled for both pedestrians and vehicles.</p> <p>Staff Comment: <i>Not applicable.</i></p>
N/A	<p>Standard: Visual prominence shall be distinguished by two (2) or more of the following:</p> <ul style="list-style-type: none"> (a) Public art; (b) Special landscape treatment; (c) Open space/plaza; (d) Landmark building form; (e) Special paving, unique pedestrian scale lighting, or bollards; (f) Prominent architectural features (trellis, arbor, pergola, or gazebo); (g) Neighborhood or district entry identification (commercial signs do not qualify). <p>Staff Comment: <i>Not applicable.</i></p>
<p>2. PARKING AND VEHICULAR ACCESS:</p> <p>Intent: To provide safe, convenient access to the Urban Center and the Center Village; incorporate various modes of transportation, including public mass transit, in order to reduce traffic volumes and other impacts from vehicles; ensure sufficient parking is provided, while encouraging creativity in reducing the impacts of parking areas; allow an active pedestrian environment by maintaining contiguous street frontages, without parking lot siting along sidewalks and building facades; minimize the visual impact of parking lots; and use access streets and parking to maintain an urban edge to the district.</p>	
<p>a. Surface Parking:</p> <p>Intent: To maintain active pedestrian environments along streets by placing parking lots primarily in back of buildings.</p> <p>Guidelines: Surface parking shall be located and designed so as to reduce the visual impact of the parking area and associated vehicles. Large areas of surface parking shall also be designed to</p>	

accommodate future infill development.	
✓	<p>Standard: Parking shall be located so that no surface parking is located between:</p> <p>(a) A building and the front property line; and/or</p> <p>(b) A building and the side property line (when on a corner lot).</p> <p><u>Staff Comment:</u> No parking is proposed between the building and the abutting public streets.</p>
✓	<p>Standard: Parking shall be located so that it is screened from surrounding streets by buildings, landscaping, and/or gateway features as dictated by location.</p> <p><u>Staff Comment:</u> The proposed surface parking would be screened from view by the proposed building as well as by landscaping proposed along the public street frontages.</p>
<p>b. Structured Parking Garages:</p> <p>Intent: To promote more efficient use of land needed for vehicle parking; encourage the use of structured parking; physically and visually integrate parking garages with other uses; and reduce the overall impact of parking garages.</p> <p>Guidelines: Parking garages shall not dominate the streetscape; they shall be designed to be complementary with adjacent and abutting buildings. They shall be sited to complement, not subordinate, pedestrian entries. Similar forms, materials, and/or details to the primary building(s) should be used to enhance garages.</p>	
N/A	<p>Standard: Parking structures shall provide space for ground floor commercial uses along street frontages at a minimum of seventy five percent (75%) of the building frontage width.</p> <p><u>Staff Comment:</u> Not applicable.</p>
N/A	<p>Standard: The entire facade must feature a pedestrian-oriented facade. The Administrator of the Department of Community and Economic Development may approve parking structures that do not feature a pedestrian orientation in limited circumstances. If allowed, the structure shall be set back at least six feet (6') from the sidewalk and feature substantial landscaping. This landscaping shall include a combination of evergreen and deciduous trees, shrubs, and ground cover. This setback shall be increased to ten feet (10') when abutting a primary arterial and/or minor arterial.</p> <p><u>Staff Comment:</u> Not applicable.</p>
N/A	<p>Standard: Public facing facades shall be articulated by arches, lintels, masonry trim, or other architectural elements and/or materials.</p> <p><u>Staff Comment:</u> Not applicable.</p>
N/A	<p>Standard: The entry to the parking garage shall be located away from the primary street, to either the side or rear of the building.</p> <p><u>Staff Comment:</u> Not applicable.</p>
N/A	<p>Standard: Parking garages at grade shall include screening or be enclosed from view with treatment such as walls, decorative grilles, trellis with landscaping, or a combination of treatments.</p> <p><u>Staff Comment:</u> Not applicable.</p>

N/A	<p>Standard: The Administrator of the Department of Community and Economic Development or designee may allow a reduced setback where the applicant can successfully demonstrate that the landscaped area and/or other design treatment meets the intent of these standards and guidelines. Possible treatments to reduce the setback include landscaping components plus one or more of the following integrated with the architectural design of the building:</p> <ul style="list-style-type: none"> (a) Ornamental grillwork (other than vertical bars); (b) Decorative artwork; (c) Display windows; (d) Brick, tile, or stone; (e) Pre-cast decorative panels; (f) Vine-covered trellis; (g) Raised landscaping beds with decorative materials; or (h) Other treatments that meet the intent of this standard... <p><u>Staff Comment:</u> Not applicable.</p>
<p>c. Vehicular Access:</p> <p>Intent: To maintain a contiguous and uninterrupted sidewalk by minimizing, consolidating, and/or eliminating vehicular access off streets.</p> <p>Guidelines: Vehicular access to parking garages and parking lots shall not impede or interrupt pedestrian mobility. The impacts of curb cuts to pedestrian access on sidewalks shall be minimized.</p>	
✓	<p>Standard: Access to parking lots and garages shall be from alleys, when available. If not available, access shall occur at side streets.</p> <p><u>Staff Comment:</u> No new vehicular access points are proposed. The four existing driveway access points off of S Tobin Street, Rainier Avenue S, and Airport Way S would not be impacted as a result of the construction of the proposed Starbucks.</p>
✓	<p>Standard: The number of driveways and curb cuts shall be minimized, so that pedestrian circulation along the sidewalk is minimally impeded.</p> <p><u>Staff Comment:</u> See previous discussion above.</p>
<p>3. PEDESTRIAN ENVIRONMENT:</p> <p>Intent: To enhance the urban character of development in the Urban Center and the Center Village by creating pedestrian networks and by providing strong links from streets and drives to building entrances; make the pedestrian environment safer and more convenient, comfortable, and pleasant to walk between businesses, on sidewalks, to and from access points, and through parking lots; and promote the use of multi-modal and public transportation systems in order to reduce other vehicular traffic.</p>	
<p>a. Pedestrian Circulation:</p> <p>Intent: To create a network of linkages for pedestrians to improve safety and convenience and enhance the pedestrian environment.</p> <p>Guidelines: The pedestrian environment shall be given priority and importance in the design of projects. Sidewalks and/or pathways shall be provided and shall provide safe access to buildings from parking areas. Providing pedestrian connections to abutting properties is an important aspect of</p>	

connectivity and encourages pedestrian activity and shall be considered. Pathways shall be easily identifiable to pedestrians and drivers.	
✓	<p>Standard: A pedestrian circulation system of pathways that are clearly delineated and connect buildings, open space, and parking areas with the sidewalk system and abutting properties shall be provided.</p> <p>(a) Pathways shall be located so that there are clear sight lines, to increase safety.</p> <p>(b) Pathways shall be an all-weather or permeable walking surface, unless the applicant can demonstrate that the proposed surface is appropriate for the anticipated number of users and complementary to the design of the development.</p> <p><i>Staff Comment: Delineated pedestrian pathways are proposed around the front and side of the building with connections to Rainier Avenue S as well as through the surface parking lot to the adjacent strip retail building to the east of the proposed Starbucks. The proposed walkway through the parking lot would be comprised of textured concrete to provide a contrast with the asphalt parking lot driving surface.</i></p>
✓	<p>Standard: Pathways within parking areas shall be provided and differentiated by material or texture (i.e., raised walkway, stamped concrete, or pavers) from abutting paving materials. Permeable materials are encouraged. The pathways shall be perpendicular to the applicable building facade and no greater than one hundred fifty feet (150') apart.</p> <p><i>Staff Comment: See previous discussion above.</i></p>
✓	<p>Standard: Sidewalks and pathways along the facades of buildings shall be of sufficient width to accommodate anticipated numbers of users. Specifically:</p> <p>(a) Sidewalks and pathways along the facades of mixed use and retail buildings 100 or more feet in width (measured along the facade) shall provide sidewalks at least 12 feet in width. The walkway shall include an 8 foot minimum unobstructed walking surface.</p> <p>(b) Interior pathways shall be provided and shall vary in width to establish a hierarchy. The widths shall be based on the intended number of users; to be no smaller than five feet (5') and no greater than twelve feet (12').</p> <p>(c) For all other interior pathways, the proposed walkway shall be of sufficient width to accommodate the anticipated number of users.</p> <p><i>Staff Comment: The proposed interior walkways would range in width from 5 feet to 12 feet, which complies with this standard.</i></p>
N/A	Standard: Mid-block connections between buildings shall be provided.
<p>b. Pedestrian Amenities:</p> <p>Intent: To create attractive spaces that unify the building and street environments and are inviting and comfortable for pedestrians; and provide publicly accessible areas that function for a variety of year-round activities, under typical seasonal weather conditions.</p> <p>Guidelines: The pedestrian environment shall be given priority and importance in the design of projects. Amenities that encourage pedestrian use and enhance the pedestrian experience shall be included.</p>	
Complaint if Condition of	Standard: Architectural elements that incorporate plants, particularly at building entrances, in publicly accessible spaces and at facades along streets, shall be provided.

Approval is Met	<i>Staff Comment: The applicant has indicated that a wood arbor would be provided within the landscaped area abutting the site's Rainier Avenue S frontage; however a detail of the arbor was not provided with the application materials. Staff recommends, as a condition of approval, that the applicant provide a detail for the proposed arbor on Rainier Avenue S or other architectural elements incorporating plants on the detailed landscape plan submitted for review and approval by the Current Planning Project Manager at the time of Building Permit review.</i>
Compliant if Condition of Approval is Met	<p>Standard: Amenities such as outdoor group seating, benches, transit shelters, fountains, and public art shall be provided.</p> <p>(a) Site furniture shall be made of durable, vandal- and weather-resistant materials that do not retain rainwater and can be reasonably maintained over an extended period of time.</p> <p>(b) Site furniture and amenities shall not impede or block pedestrian access to public spaces or building entrances.</p> <p><i>Staff Comment: The applicant has not identified any site furniture or pedestrian amenities on the submitted plans. Staff recommends, as a condition of approval that site furniture and/or other pedestrian amenities (i.e. fountains, public art, etc.) be provided. These items shall be shown on the detailed landscape plan submitted for review and approval by the Current Planning Project Manager at the time of Building Permit review.</i></p>
✓	<p>Standard: Pedestrian overhead weather protection in the form of awnings, marquees, canopies, or building overhangs shall be provided. These elements shall be a minimum of four and one-half feet (4-1/2') wide along at least seventy five percent (75%) of the length of the building facade facing the street, a maximum height of fifteen feet (15') above the ground elevation, and no lower than eight feet (8') above ground level.</p> <p><i>Staff Comment: The proposal includes a metal canopy meeting with a minimum width of 4 ½ feet and a height of 10 ½ feet. Along the façade facing Rainier Avenue S, the canopy extends along the full length of the portion of the façade abutting the pedestrian walkway. No weather protection is proposed along the building's S Tobin Street frontage. Staff recommends, as a condition of approval, that the south building elevation (facing S Tobin Street) be amended to include weather protection that is a minimum of 4 ½ feet wide along 75 percent of the building façade. The weather protection shall have a height between 8 and 15 feet. The revised building elevation shall be submitted at the time of Building Permit review for review and approval by the Current Planning Project Manager.</i></p>

4. RECREATION AREAS AND COMMON OPEN SPACE:

Intent: To ensure that areas for both passive and active recreation are available to residents, workers, and visitors and that these areas are of sufficient size for the intended activity and in convenient locations. To create usable and inviting open space that is accessible to the public; and to promote pedestrian activity on streets particularly at street corners.

Guidelines: Developments located at street intersections should provide pedestrian-oriented space at the street corner to emphasize pedestrian activity (illustration below). Recreation and common open space areas are integral aspects of quality development that encourage pedestrians and users. These areas shall be provided in an amount that is adequate to be functional and usable; they shall also be landscaped and located so that they are appealing to users and pedestrians

N/A	<p>Standard: All mixed use residential and attached housing developments of ten (10) or more dwelling units shall provide common opens space and/or recreation areas.</p> <p>(a) At minimum, fifty (50) square feet per unit shall be provided.</p> <p>(b) The location, layout, and proposed type of common space or recreation area shall be subject to approval by the Administrator.</p> <p>(c) Open space or recreation areas shall be located to provide sun and light exposure to the area and located so that they are aggregated to provide usable area(s) for residents.</p> <p>(d) At least one of the following shall be provided in each open space and/or recreation area (the Administrator may require more than one of the following elements for developments having more than one hundred (100) units):</p> <ul style="list-style-type: none"> i. Courtyards, plazas, pea patches, or multi-purpose open spaces; ii. Upper level common decks, patios, terraces, or roof gardens. Such spaces above the street level must feature views or amenities that are unique to the site and are provided as an asset to the development; iii. Pedestrian corridors dedicated to passive recreation and separate from the public street system; iv. Recreation facilities including, but not limited to, tennis/sports courts, swimming pools, exercise areas, game rooms, or other similar facilities; or v. Children's play spaces that are centrally located near a majority of dwelling units and visible from surrounding units. They shall also be located away from hazardous areas such as garbage dumpsters, drainage facilities, and parking areas. <p>(e) The following shall not be counted toward the common open space or recreation area requirement:</p> <ul style="list-style-type: none"> i. Required landscaping, driveways, parking, or other vehicular use areas. ii. Required yard setback areas. Except for areas that are developed as private or semi-private (from abutting or adjacent properties) courtyards, plazas or passive use areas containing landscaping and fencing sufficient to create a fully usable area accessible to all residents of the development. iii. Private decks, balconies, and private ground floor open space. iv. Other required landscaping and sensitive area buffers without common access links, such as pedestrian trails. <p><u>Staff Comment:</u> Not applicable.</p>
N/A	<p>Standard: All buildings and developments with over thirty thousand (30,000) square feet of nonresidential uses (excludes parking garage floorplate areas) shall provide pedestrian-oriented space.</p> <p>(a) The pedestrian-oriented space shall be provided according to the following formula: 1% of the site area + 1% of the gross building area, at minimum.</p> <p>(b) The pedestrian-oriented space shall include all of the following:</p> <ul style="list-style-type: none"> i. Visual and pedestrian access (including barrier-free access) to the abutting

	<p>structures from the public right-of-way or a nonvehicular courtyard; and</p> <p>ii. Paved walking surfaces of either concrete or approved unit paving; and</p> <p>iii. On-site or building-mounted lighting providing at least four (4) foot-candles (average) on the ground; and</p> <p>iv. At least three (3) lineal feet of seating area (bench, ledge, etc.) or one individual seat per sixty (60) square feet of plaza area or open space.</p> <p>(c) The following areas shall not count as pedestrian-oriented space:</p> <p>i. The minimum required walkway. However, where walkways are widened or enhanced beyond minimum requirements, the area may count as pedestrian-oriented space if the Administrator determines such space meets the definition of pedestrian-oriented space.</p> <p>ii. Areas that abut landscaped parking lots, chain link fences, blank walls, and/or dumpsters or service areas.</p> <p>(d) Outdoor storage (shopping carts, potting soil bags, firewood, etc.) is prohibited within pedestrian-oriented space.</p> <p><u>Staff Comment:</u> Not applicable, the proposed building is only 2,000 square feet.</p>
N/A	<p>Standard: Public plazas shall be provided at intersections identified in the Commercial Arterial Zone Public Plaza Locations Map and as listed below:</p> <p>(a) Benson Area: Benson Drive S./108th Avenue S.E. and S.E. 176th.</p> <p>(b) Bronson Area: Intersections with Bronson Way North at:</p> <p>i. Factory Avenue N./Houser Way S.;</p> <p>ii. Garden Avenue N.; and</p> <p>iii. Park Avenue N. and N. First Street.</p> <p>(c) Cascade Area: Intersection of 116th Avenue S.E. and S.E. 168th Street.</p> <p>(d) Northeast Fourth Area: Intersections with N.E. Fourth at:</p> <p>i. Duvall Avenue N.E.;</p> <p>ii. Monroe Avenue N.E.; and</p> <p>iii. Union Avenue N.E.</p> <p>(e) Grady Area: Intersections with Grady Way at:</p> <p>i. Lind Avenue S.W.;</p> <p>ii. Rainier Avenue S.;</p> <p>iii. Shattuck Avenue S.; and</p> <p>iv. Talbot Road S.</p> <p>(f) Puget Area: Intersection of S. Puget Drive and Benson Road S.</p> <p>(g) Rainier Avenue Area: Intersections with Rainier Avenue S. at:</p> <p>i. Airport Way/Renton Avenue S.;</p> <p>ii. S. Second Street;</p>

	<p>iii. S. Third Street/S.W. Sunset Boulevard;</p> <p>iv. S. Fourth Street; and</p> <p>v. S. Seventh Street.</p> <p>(h) North Renton Area: Intersections with Park Avenue N. at:</p> <p>i. N. Fourth Street; and</p> <p>ii. N. Fifth Street.</p> <p>(i) Northeast Sunset Area: Intersections with N.E. Sunset Boulevard at:</p> <p>i. Duvall Avenue N.E.; and</p> <p>ii. Union Avenue N.E.</p>
N/A	Standard: The plaza shall measure no less than one thousand (1,000) square feet with a minimum dimension of twenty feet (20') on one side abutting the sidewalk.
N/A	Standard: The public plaza must be landscaped consistent with RMC 4-4-070 , including at minimum street trees, decorative paving, pedestrian-scaled lighting, and seating.
5. BUILDING ARCHITECTURAL DESIGN:	
Intent: To encourage building design that is unique and urban in character, comfortable on a human scale, and uses appropriate building materials that are suitable for the Pacific Northwest climate. To discourage franchise retail architecture.	
a. Building Character and Massing:	
Intent: To ensure that buildings are not bland and visually appear to be at a human scale; and ensure that all sides of a building, that can be seen by the public, are visually interesting.	
Guidelines: Building facades shall be modulated and/or articulated to reduce the apparent size of buildings, break up long blank walls, add visual interest, and enhance the character of the neighborhood. Articulation, modulation, and their intervals should create a sense of scale important to residential buildings.	
✓	<p>Standard: All building facades shall include modulation or articulation at intervals of no more than forty feet (40').</p> <p><i>Staff Comment:</i> The proposed building facades include modulation or articulation at intervals of no more than 23 feet.</p>
✓	<p>Standard: Modulations shall be a minimum of two feet (2') deep, sixteen feet (16') in height, and eight feet (8') in width.</p> <p><i>Staff Comment:</i> The proposed modulations have a minimum width of 10 feet, a minimum depth of 2 feet and a minimum height of 18 feet.</p>
N/A	<p>Standard: Buildings greater than one hundred sixty feet (160') in length shall provide a variety of modulations and articulations to reduce the apparent bulk and scale of the facade (illustration in District B, below); or provide an additional special feature such as a clock tower, courtyard, fountain, or public gathering area.</p> <p><i>Staff Comment:</i> Not applicable, no portion of the proposed building is greater than 160 feet in length.</p>
b. Ground-Level Details:	
Intent: To ensure that buildings are visually interesting and reinforce the intended human-scale	

character of the pedestrian environment; and ensure that all sides of a building within near or distant public view have visual interest.

Guidelines: The use of material variations such as colors, brick, shingles, stucco, and horizontal wood siding is encouraged. The primary building entrance should be made visibly prominent by incorporating architectural features such as a facade overhang, trellis, large entry doors, and/or ornamental lighting (illustration below). Detail features should also be used, to include things such as decorative entry paving, street furniture (benches, etc.), and/or public art.

<p>Compliant with Guideline if Conditions of Approval are met</p>	<p>Standard: Human-scaled elements such as a lighting fixture, trellis, or other landscape feature shall be provided along the facade's ground floor.</p> <p><i>Staff Comment:</i> The applicant has indicated that human-scaled elements such as light fixtures, a wood arbor, textured "base" of stone/masonry on the building's facades, and metal canopies would be provided. To enhance the aesthetic appearance of the south facade, facing S Tobin street and to provide some additional human scaled elements, staff recommends, as a condition of approval, that some building lighting fixtures be provided along the south facade (facing S Tobin Street). Details of the proposed lighting fixtures shall be submitted to the Current Planning Project Manager for review and approval at the time of Building Permit review.</p>
<p>Compliant with Guideline if Conditions of Approval are met</p>	<p>Standard: On any facade visible to the public, transparent windows and/or doors are required to comprise at least 50 percent of the portion of the ground floor facade that is between 4 feet and 8 feet above ground (as measured on the true elevation).</p> <p><i>Staff Comment:</i> More than 50 percent of the ground floor facade on the north and west elevations would be comprised of transparent windows and/or doors. Along the east elevation, facing S Tobin Street, four clearstory windows are proposed, however the proposed windows are located above the 8-foot height limit. The combination of these windows with the canopy, human-scaled lighting, and enhance landscaping along this facade results in the project's compliance with the guidelines for this section.</p>
<p>✓</p>	<p>Standard: Upper portions of building facades shall have clear windows with visibility into and out of the building. However, screening may be applied to provide shade and energy efficiency. The minimum amount of light transmittance for windows shall be 50 percent.</p> <p><i>Staff Comment:</i> The north facade includes clearstory windows above the canopy, which would provide additional natural light into the proposed Starbucks.</p>
<p>N/A</p>	<p>Standard: Display windows shall be designed for frequent change of merchandise, rather than permanent displays.</p>
<p>✓</p>	<p>Standard: Where windows or storefronts occur, they must principally contain clear glazing.</p> <p><i>Staff Comment:</i> Clear glazing is proposed within the windows.</p>
<p>✓</p>	<p>Standard: Tinted and dark glass, highly reflective (mirror-type) glass and film are prohibited.</p> <p><i>Staff Comment:</i> No tinted glass is proposed.</p>
<p>✓</p>	<p>Standard: Untreated blank walls visible from public streets, sidewalks, or interior pedestrian pathways are prohibited. A wall (including building facades and retaining walls) is considered a blank wall if:</p> <p>(a) It is a ground floor wall or portion of a ground floor wall over 6 feet in height,</p>

	<p>has a horizontal length greater than 15 feet, and does not include a window, door, building modulation or other architectural detailing; or</p> <p>(b) Any portion of a ground floor wall has a surface area of 400 square feet or greater and does not include a window, door, building modulation or other architectural detailing.</p> <p><i>Staff Comment: The windows and doors and a metal canopy have been incorporated into large portions of the west and north building facades. Windows, building modulation and variation in the building materials has been incorporated onto the south facades. There is a blank wall proposed along the project's east façade, facing S Tobin Street. However, staff is recommending that the façade be revised to include human-scaled lighting, a canopy, and additional landscaping. The combination of these additional elements this façade would result in the project's compliance with the guidelines for this section.</i></p>
✓	<p>Standard: If blank walls are required or unavoidable, blank walls shall be treated with one or more of the following:</p> <p>(a) A planting bed at least five feet in width containing trees, shrubs, evergreen ground cover, or vines adjacent to the blank wall;</p> <p>(b) Trellis or other vine supports with evergreen climbing vines;</p> <p>(c) Architectural detailing such as reveals, contrasting materials, or other special detailing that meets the intent of this standard;</p> <p>(d) Artwork, such as bas-relief sculpture, mural, or similar; or</p> <p>(e) Seating area with special paving and seasonal planting.</p> <p><i>Staff Comment: See discussion above under the previous section.</i></p>
<p>c. Building Roof Lines:</p> <p>Intent: To ensure that roof forms provide distinctive profiles and interest consistent with an urban project and contribute to the visual continuity of the district.</p> <p>Guidelines: Building roof lines shall be varied and include architectural elements to add visual interest to the building.</p>	
✓	<p>Standard: Buildings shall use at least one of the following elements to create varied and interesting roof profiles:</p> <p>(a) Extended parapets;</p> <p>(b) Feature elements projecting above parapets;</p> <p>(c) Projected cornices;</p> <p>(d) Pitched or sloped roofs</p> <p>(e) Buildings containing predominantly residential uses shall have pitched roofs with a minimum slope of one to four (1:4) and shall have dormers or interesting roof forms that break up the massiveness of an uninterrupted sloping roof.</p> <p><i>Staff Comment: The proposed building would have a pitched, shed style roof, which provides an interesting roof profile, particularly on the west façade, facing Rainier Avenue S.</i></p>

d. Building Materials:

Intent: To ensure high standards of quality and effective maintenance over time; encourage the use of materials that reduce the visual bulk of large buildings; and encourage the use of materials that add visual interest to the neighborhood.

Guidelines: Building materials are an important and integral part of the architectural design of a building that is attractive and of high quality. Material variation shall be used to create visual appeal and eliminate monotony of facades. This shall occur on all facades in a consistent manner. High quality materials shall be used. If materials like concrete or block walls are used they shall be enhanced to create variation and enhance their visual appeal.

✓	<p>Standard: All sides of buildings visible from a street, pathway, parking area, or open space shall be finished on all sides with the same building materials, detailing, and color scheme, or if different, with materials of the same quality.</p> <p><u>Staff Comment:</u> All sides of the building are proposed to be finished using the same materials.</p>
✓	<p>Standard: All buildings shall use material variations such as colors, brick or metal banding, patterns or textural changes.</p> <p><u>Staff Comment:</u> A variety of materials and colors are proposed on the building. Horizontal ribbed metal siding, stucco (or other similar material), and stone veneer are the primary materials proposed on the building facades.</p>
✓	<p>Standard: Materials, individually or in combination, shall have texture, pattern, and be detailed on all visible facades.</p> <p><u>Staff Comment:</u> The proposed materials incorporate a variety of textures, patterns, and colors and would add visual interest and contrast to the proposed building.</p>
✓	<p>Standard: Materials shall be durable, high quality, and consistent with more traditional urban development, such as brick, integrally colored concrete masonry, pre-finished metal, stone, steel, glass and cast-in-place concrete.</p> <p><u>Staff Comment:</u> As discussed above, the materials proposed include stone, metal, and stucco and are consistent with a traditional urban development.</p>
N/A	<p>Standard: If concrete is used, walls shall be enhanced by techniques such as texturing, reveals, and/or coloring with a concrete coating or admixture.</p>
N/A	<p>Standard: If concrete block walls are used, they shall be enhanced with integral color, textured blocks and colored mortar, decorative bond pattern and/or shall incorporate other masonry materials.</p>
✓	<p>Standard: All buildings shall use material variations such as colors, brick or metal banding, patterns, or textural changes.</p> <p><u>Staff Comment:</u> See previous discussion above.</p>

6. SIGNAGE: In addition to the City's standard sign regulations, developments within Urban Design Districts C and D are also subject to the additional sign restrictions found in RMC 4-4-100G, urban design sign area regulations. Modifications to the standard requirements found in RMC 4-4-100G are possible for those proposals that can comply with the Design District criteria found in RMC 4-3-100F, Modification of Minimum Standards. For proposals unable to meet the modification criteria, a variance is required.

Compliance not yet demonstrated	<p>Standard: Signage shall be an integral part of the design approach to the building.</p> <p><i>Staff Comment:</i> Signage would be reviewed under a separate permit at the time of building permit review.</p>
N/A	<p>Standard: In mixed use and multi-use buildings, signage shall be coordinated with the overall building design.</p> <p><i>Staff Comment:</i> Not applicable.</p>
Compliance not yet demonstrated	<p>Standard: Corporate logos and signs shall be sized appropriately for their location.</p> <p><i>Staff Comment:</i> Signage would be reviewed under a separate permit at the time of building permit review.</p>
Compliance not yet demonstrated	<p>Standard: Entry signs shall be limited to the name of the larger development.</p> <p><i>Staff Comment:</i> Signage would be reviewed under a separate permit at the time of building permit review.</p>
Compliance not yet demonstrated	<p>Standard: Alteration of trademarks notwithstanding, corporate signage should not be garish in color nor overly lit, although creative design, strong accent colors, and interesting surface materials and lighting techniques are encouraged.</p> <p><i>Staff Comment:</i> Signage would be reviewed under a separate permit at the time of building permit review.</p>
Compliance not yet demonstrated	<p>Standard: Front-lit, ground-mounted monument signs are the preferred type of freestanding sign.</p> <p><i>Staff Comment:</i> Signage would be reviewed under a separate permit at the time of building permit review.</p>
Compliance not yet demonstrated	<p>Standard: Blade type signs, proportional to the building facade on which they are mounted, are encouraged on pedestrian-oriented streets.</p> <p><i>Staff Comment:</i> Signage would be reviewed under a separate permit at the time of building permit review.</p>
Compliance not yet demonstrated	<p>Standard: All of the following are prohibited:</p> <ul style="list-style-type: none"> a. Pole signs; b. Roof signs; and c. Back-lit signs with letters or graphics on a plastic sheet (can signs or illuminated cabinet signs). Exceptions: Back-lit logo signs less than ten (10) square feet are permitted as area signs with only the individual letters back-lit (see illustration, subsection G8 of this Section). <p><i>Staff Comment:</i> Signage would be reviewed under a separate permit at the time of building permit review.</p>
Compliance not yet demonstrated	<p>Standard: Freestanding ground-related monument signs, with the exception of primary entry signs, shall be limited to five feet (5') above finished grade, including support structure.</p> <p><i>Staff Comment:</i> Signage would be reviewed under a separate permit at the time of building permit review.</p>
Compliance	<p>Standard: Freestanding signs shall include decorative landscaping (ground cover and/or</p>

not yet demonstrated	<p>shrubs) to provide seasonal interest in the area surrounding the sign. Alternately, signage may incorporate stone, brick, or other decorative materials as approved by the Director.</p> <p><u>Staff Comment:</u> Signage would be reviewed under a separate permit at the time of building permit review.</p>
6. LIGHTING: <p>Intent: To ensure safety and security; provide adequate lighting levels in pedestrian areas such as plazas, pedestrian walkways, parking areas, building entries, and other public places; and increase the visual attractiveness of the area at all times of the day and night.</p> <p>Guidelines: Lighting that improves pedestrian safety and also that creates visual interest in the building and site during the evening hours shall be provided.</p>	
Compliance not yet demonstrated	<p>Standard: Pedestrian-scale lighting shall be provided at primary and secondary building entrances. Examples include sconces on building facades, awnings with down-lighting and decorative street lighting.</p> <p><u>Staff Comment:</u> A lighting plan was not submitted with the project application materials. Staff recommends, as a condition of approval, that a lighting plan including fixture details be submitted at the time of Building Permit review for review and approval by the Current Planning Project Manager.</p>
Compliant if Condition of Approval is met	<p>Standard: Accent lighting shall also be provided on building facades (such as sconces) and/or to illuminate other key elements of the site such as gateways, specimen trees, other significant landscaping, water features, and/or artwork.</p> <p><u>Staff Comment:</u> As previously discussed above under Ground-level details, staff is recommending that accent lighting be added to the east façade, facing S Tobin Street to add architectural interest.</p>
Compliance not yet demonstrated	<p>Standard: Downlighting shall be used in all cases to assure safe pedestrian and vehicular movement, unless alternative pedestrian scale lighting has been approved administratively or is specifically listed as exempt from provisions located in RMC 4-4-075, Lighting, Exterior On-Site (i.e., signage, governmental flags, temporary holiday or decorative lighting, right-of-way-lighting, etc.).</p> <p><u>Staff Comment:</u> To be reviewed at the time of Building Permit review.</p>

20. **Critical Areas:** Project sites which contain critical areas are required to comply with the Critical Areas Regulations (RMC 4-3-050). The proposal is consistent with the Critical Areas Regulations, if all conditions of approval are complied with:

✓	<p>Geologically Hazardous Areas: Based upon the results of a geotechnical report and/or independent review, conditions of approval for developments may include buffers and/or setbacks from buffers.</p> <p><u>Staff Comment:</u> The site is mapped as a seismic hazard area. A geotechnical report (Exhibit 6) was submitted with the project application and included an evaluation of the onsite soils. The report (Exhibit 6) concluded that the project could be constructed utilizing conventional foundations. An ERC report (Exhibit 1) prepared by staff included a summary of the submitted soils information and it was determined that</p>
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	<i>additional mitigation would not be required.</i>
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21. **Street Modification Analysis:** The applicant is requesting a modification from RMC 4-6-060F.2 “Minimum Design Standards Table for Public Streets and Alleys” to maintain the roadway improvements and right of way width along S Tobin Street.

S Tobin Street is a Commercial Access Street with an existing ROW width of 60 feet (as per assessor map). The existing traveled way width is 38 feet with curb and gutter, 6'-9" planter strip and a 5-foot sidewalk on the north side of the roadway. Per RMC 4-6-060, the minimum right of way for a commercial access street with two lanes is 69'. The minimum paved roadway width is 36' including 20' of travel lanes and 8' parking lanes on each side. A 0.5' curb, 8' planter, and 6' sidewalk are required. The King County Assessor's Map shows an approximate current right of way width of 60' for S. Tobin Street. A dedication of approximately 4.5' would be required along the S. Tobin Street frontage to meet City standards. The existing buildings along S Tobin Street are approximately 5 feet away from the existing right-of-way. An increase in right of way of 4.5 feet on each side of the roadway would encroach into the required building setback per zoning.

The proposal is compliant with the following modification criteria, pursuant to RMC 4-9-250D, if all conditions of approval are met. Therefore, staff is recommending approval of the requested modification, subject to the recommended conditions of approval:

Compliance	Street Modification Criteria and Analysis
✓	<p>1. Substantially implements the policy direction of the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element and the proposed modification is the minimum adjustment necessary to implement these policies and objectives.</p> <p><u>Staff Comment:</u></p> <p><i>The Comprehensive Plan Land Use Element has applicable policies listed under a separate section labeled Promoting a Safe, Healthy, and Attractive Community. These policies address walkable neighborhoods, safety and shared uses. One specific policy supports the approval of the modification request. This policy is Policy L-58 which states that the goal is to provide "complete street" that "locate planter strips between the curb and the sidewalk in order to provide separation between cars and pedestrians." The requested street modification is consistent with element of the complete street standard.</i></p>
Compliant if conditions of approval are met	<p>2. Will meet the objectives and safety, function, appearance, environmental protection and maintainability intended by the Code requirements, based upon sound engineering judgment.</p> <p><u>Staff Comment:</u></p> <p><i>The City's Public Works Transportation section and Community and Economic Development section reviewed S Tobin Street and the surrounding area and have determined that a modified Commercial Access street section is more suitable for this location of S Tobin Street. This determination was based on the fact that the roadway is directly adjacent to existing commercial buildings and there is insufficient space between the existing right of way and the existing buildings to expand the roadway section to meet the full Commercial Access street standards.</i></p>

	<i>To ensure safety and functionality and meet the intent of the Code requirements staff recommends as a condition of approval that the curb ramps at the northeast corner of S Tobin Street and Rainier Ave. S intersection shall be brought up to current ADA standards.</i>
✓	<p>3. Will not be injurious to other property(ies) in the vicinity.</p> <p><u>Staff Comment:</u></p> <p><i>The modified Commercial Access street standards will meet the requirements for safe vehicular and pedestrian use within the existing right of way and will not be injurious to other properties in the vicinity</i></p>
✓	<p>4. Conforms to the intent and purpose of the Code.</p> <p><u>Staff Comment:</u></p> <p><i>This modification provides a safe pedestrian and vehicle route in and around the existing area and conforms to the intent and purpose of the Code.</i></p>
✓	<p>5. Can be shown to be justified and required for the use and situation intended; and</p> <p><u>Staff Comment:</u></p> <p><i>The revised street standards provide a safe design for vehicles and pedestrians provided that the conditions of approval have been met. See additional comments under criterion 2. above.</i></p>
✓	<p>6. Will not create adverse impacts to other property(ies) in the vicinity.</p> <p><u>Staff Comment:</u></p> <p><i>There are no identified adverse impacts to other properties in the vicinity as a result of the modification of S Tobin Street from a Commercial Access street standard to a modified Commercial Access street standard.</i></p>

22. **Site Plan Review:** Pursuant to RMC 4-9-200.B, Site Plan Review is required for development in the CA zoning classification when it is not exempt from Environmental (SEPA) Review. For Master Plan applications compliance with the review criteria for Site Plans are analyzed at a general level of detail to ensure nothing would preclude the development of the Site Plan. Given Site Plan applications are evaluated for compliance with the specific requirements of the RMC 4-9-200.E.3 the following table contains project elements intended to comply with level of detail needed for both the Master and Site Plan requests:

Compliance	Site Plan Criteria and Analysis
Compliant if Conditions of Approval are Met	<p>a. Comprehensive Plan Compliance and consistency.</p> <p><u>Staff Comment:</u> See previous discussion under FOF 13, Comprehensive Plan Analysis.</p>
Compliant if Conditions of Approval are Met	<p>b. Zoning Compliance and Consistency.</p> <p><u>Staff Comment:</u> See discussion under FOF 14, Zoning Development Standard Compliance.</p>
Compliant if Conditions of Approval	<p>c. Design Regulation Compliance and Consistency.</p>

are Met	<i>Staff Comment: See discussion under FOF 15, Design District Review.</i>
N/A	d. Planned action ordinance and Development agreement Compliance and Consistency.
✓	e. Off Site Impacts.
	Structures: Restricting overscale structures and overconcentration of development on a particular portion of the site. <i>Staff Comment: See FOF 15, Design District Review: Building Character and Massing.</i>
	Circulation: Providing desirable transitions and linkages between uses, streets, walkways and adjacent properties. <i>Staff Comment: See FOF 15, Design District Review: Pedestrian Environment.</i>
	Loading and Storage Areas: Locating, designing and screening storage areas, utilities, rooftop equipment, loading areas, and refuse and recyclables to minimize views from surrounding properties. <i>Staff Comment: A mechanical equipment well is proposed on the roof of the building and would be screened from public view via an extended parapet located along the southern portion of the building.</i> <i>The refuse and recyclable deposit areas would be screened from public view via the enclosure proposed within the parking lot, adjacent to the exit from the drive-through. As discussed above under FOF 15, Design District Review: Service Element Location and Design, the proposed enclosure would comply with the design standards. In addition, landscaped areas are proposed around the refuse and recyclable deposit area perimeter. Proposed landscaping including emerald green arborvitae and heavenly bamboo, would provide additional screening of the service areas from public rights-of-way.</i>
	Views: Recognizing the public benefit and desirability of maintaining visual accessibility to attractive natural features. <i>Staff Comment: The proposed building is one-story with a maximum height of 20 feet, it is not anticipated that the proposed building would interrupt any visual accessibility to attractive natural features.</i>
	Landscaping: Using landscaping to provide transitions between development and surrounding properties to reduce noise and glare, maintain privacy, and generally enhance the appearance of the project. <i>Staff Comment: See discussion under FOF 14, Zoning Development Standard: Landscaping.</i>
	Lighting: Designing and/or placing exterior lighting and glazing in order to avoid excessive brightness or glare to adjacent properties and streets. <i>Staff Comment: A lighting plan was not provided with the application; therefore staff recommended that a lighting plan be provided at the time of building permit review (See Lighting discussion under FOF 15, Design Review: Lighting).</i>
✓	f. On Site Impacts.
	Structure Placement: Provisions for privacy and noise reduction by building placement, spacing and orientation.

	<p><i>Staff Comment:</i> The building is proposed on the southwest corner of the project site with the front entrance oriented to the west towards Rainer Avenue S. A significant landscaped buffer (as discussed above under FOF 14, Zoning Development Standard: Landscaping) be proposed between the structure and the Rainer Avenue S and S Tobin Street frontages to provide some screening between the building and the street frontages and potential reduce some of the traffic noise reaching the building. In addition the building is proposed to be sited at a sufficient distance to provide adequate spacing between the proposed building and other existing buildings on the project site.</p> <p>Structure Scale: Consideration of the scale of proposed structures in relation to natural characteristics, views and vistas, site amenities, sunlight, prevailing winds, and pedestrian and vehicle needs.</p> <p><i>Staff Comment:</i> The proposed 2,000 square foot building would be one-story with a maximum height of 20 feet. It is not anticipated that the scale of the proposed building would adversely impact views and sunlight currently available to adjacent or abutting properties. The scale of the structure is compatible with other one story retail buildings within the Airport Plaza shopping center and in the Rainier Ave. S corridor and across S Tobin St.</p> <p>The proposed surface parking lot adjacent to the new Starbucks would provide adequate parking and maneuvering space for vehicles. In addition, no changes in vehicular access throughout the site are proposed. A pedestrian pathway is proposed connecting the proposed building to the adjacent strip retail building to the south. The proposal has considered and provided elements to address vehicular and pedestrian needs.</p> <p>Natural Features: Protection of the natural landscape by retaining existing vegetation and soils, using topography to reduce undue cutting and filling, and limiting impervious surfaces.</p> <p><i>Staff Comment:</i> The applicant is proposing to retain existing street trees and vegetation within the existing landscape strip along S Tobin Street. As previously discussed above under FOF 14, Zoning Development Standard: Landscaping, staff is recommending that additional landscaping be planted among the retained landscaping to further enhance the landscape strip. Limited cut and fill would be proposed to accommodate the new building, between 400 and 600 cubic yards of excavation for footings is anticipated.</p> <p>Landscaping: Use of landscaping to soften the appearance of parking areas, to provide shade and privacy where needed, to define and enhance open spaces, and generally to enhance the appearance of the project. Landscaping also includes the design and protection of planting areas so that they are less susceptible to damage from vehicles or pedestrian movements.</p> <p><i>Staff Comment:</i> See FOF 14, Zoning Development Standard: Landscaping. The proposed landscaping would soften the appearance of the parking areas and generally enhance the appearance of the project.</p>
✓	<p>g. Access</p> <p>Location and Consolidation: Providing access points on side streets or frontage streets rather than directly onto arterial streets and consolidation of ingress and egress points on the site and, when feasible, with adjacent properties.</p>

	<p>Staff Comment: No new access points are proposed. The proposed building would utilize the existing driveway access within the Airport Plaza parking lot.</p>
	<p>Internal Circulation: Promoting safety and efficiency of the internal circulation system, including the location, design and dimensions of vehicular and pedestrian access points, drives, parking, turnarounds, walkways, bikeways, and emergency access ways.</p> <p>Staff Comment: The proposal includes pedestrian walk ways around the front and side of the building and a pedestrian walkway through the surface parking lot to the adjacent strip retail building to the east. The pedestrian walkways are adequately delineated and would be comprised of a contrasting material.</p>
	<p>Loading and Delivery: Separating loading and delivery areas from parking and pedestrian areas.</p> <p>Staff Comment: Not applicable, there are no loading and delivery areas proposed.</p>
	<p>Transit and Bicycles: Providing transit, carpools and bicycle facilities and access.</p> <p>Staff Comment: Per RMC 4-4-080F.11.a bicycle parking is not required for buildings smaller than 4,000 square feet.</p>
	<p>Pedestrians: Providing safe and attractive pedestrian connections between parking areas, buildings, public sidewalks and adjacent properties.</p> <p>Staff Comment: See FOF 15, Design District Compliance.</p>
✓	<p>h. Open Space: Incorporating open spaces to serve as distinctive project focal points and to provide adequate areas for passive and active recreation by the occupants/users of the site.</p> <p>Staff Comment: An outdoor patio is proposed along the northeast corner of the building. The applicant has indicated that tables and chairs would be provided within this open space area for patrons of Starbucks.</p>
✓	<p>i. Views and Public Access: When possible, providing view corridors to shorelines and Mt. Rainier, and incorporating public access to shorelines</p> <p>Staff Comment: The proposed structure would not block view corridors to shorelines or Mt. Rainier. The public access requirement is not applicable to the proposal.</p>
✓	<p>j. Natural Systems: Arranging project elements to protect existing natural systems where applicable.</p> <p>Staff Comment: The site is currently developed as a surface parking lot and does not include many natural systems that need protecting. As previously discussed above, there are some existing plantings within the landscape strip along S Tobin Street that are proposed to be retained and incorporated into the proposed landscape design for the Starbucks building.</p>
✓	<p>k. Services and Infrastructure: Making available public services and facilities to accommodate the proposed use:</p> <p>Police and Fire.</p> <p>Staff Comment: Police and Fire Prevention staff indicated that sufficient resources exist to furnish services to the proposed development; if the applicant provides Code required improvements and fees. A Fire Impact Fee, current assessed at \$1.84 per</p>

square foot would be applicable to the proposal.

Water and Sewer.

Staff Comment: The proposal will require a separate 1" water meter for service. The service line and meter would be installed by the City of Renton. The current (2016) fee to install this service line and meter would be \$3,310.00. The current System Development Charge (SDC) for a 1" meter would be \$3,245.00.

There is an existing 12" cast iron water main south of the site along the northern edge of S. Tobin Street that can deliver 5,200 gallons per minute (gpm). Reference Project File WTR2700020 in COR Maps for record drawings. There is also a dead end 10" ductile iron water main west of the site along the eastern edge of Rainier Avenue S. that ends at a fire hydrant (COR Facility ID No. HYD S 00367) that can deliver 1,950 gallons per minute (gpm). Reference Project File WTR2700711 in COR Maps for record drawings.

No water main extensions would be required. No additional fire hydrants would be required. A reduced pressure backflow assembly (RPBA) will be required behind the meter. The RPBA shall be installed per City of Renton standards. If a sprinkler system is require, a stub out with a double check valve assembly (DCVA) that will need to be provided for a building fire department connection (FDC).

Sewer service is provided by the City of Renton. The current plan shows the new sewer line connecting to the existing 12" PVC sewer running west to east in S. Tobin Street south of the site. Reference Project File WWP2701901 in COR Maps for record drawings.

There is an existing 6" PVC side sewer that serves Banner Bank at 54 Rainier Avenue S. north of the site. The side sewer is connected to the sewer main in S. Tobin Street and passes through the proposed building footprint. Please reference the provided side sewer card. The plans submitted by BRH show how this side sewer will be rerouted around the new building and connected to the main in S. Tobin Street. Any new side sewer serving the bank will need to be contained in a 10' private sewer easement where it passes through the Starbucks parcel. The side sewer shall be 6" per City standards.

The applicant has purposed a sewer reroute of the existing 6" PVC around the purposed building site. The plans show that clean outs will be installed at two of the beds of the 6" sewer pipe. The existing sewer stub that will be severed for building construction can be reused for the side sewer for the new building. Any new side sewer will need to be 6" per City standards.

A grease trap will need to be installed after the kitchen sink allowing wastewater to flow through it before discharging to the sewer main. No sewer main extensions would be required.

The development would be subject to a system development charge (SDC) for sewer service. The SDC for sewer service is based on the size of the domestic water service. The current SDC for sewer service with a 1" water meter installation is \$2,242.00.

Drainage.

Staff Comment: Refer to Figure 1.1.2.A – Flow Chart to determine what type of drainage review is required for this site. The site falls within the City's Peak Rate Flow Control Standard (Existing Site Conditions). The majority of the site falls within the

West Lake Washington – Seattle South Drainage Basin, while the southern project frontage is part of the Black River Drainage Basin. Drainage plans and a drainage report complying with the adopted 2009 King County Surface Water Design Manual (KCSWDM) and the 2010 City of Renton amendments will be required with the building permit application.

Flow Control BMPs will be required for the site per Section 5.2 of the 2009 KCSWDM. Drainage improvements along the Rainier Avenue S. and S. Tobin Street frontages will be required to conform to the City's street standards.

A geotechnical report for the site is required. Information on the water table and soil permeability, with recommendations of appropriate flow control BMP options with typical designs for the site from the geotechnical engineer, shall be submitted with the application.

The development would be subject to stormwater system development charges (SDC). The current SDCs are \$0.594 per square foot of new impervious surface area, but not less than \$1,485.00. Fees are payable at the time of permit issuance.

Transportation.

Staff Comment: Access to the site is proposed via existing driveways off of Rainier Avenue S, S Tobin Street, and Airport way. Rainier Avenue S. is classified as a principal arterial. Per RMC 4-6-060, the minimum right-of-way width for a principal arterial with seven lanes is 125 feet. A 0.5-foot curb, 8-foot planter, and 8-foot sidewalk are required. The King County Assessor's Map shows an approximate current right-of-way width of 150 feet for Rainier Avenue S. No dedication would be required along Rainier Avenue S.

S. Tobin Street is a commercial access street. Per RMC 4-6-060, the minimum right-of-way for a commercial access street with two lanes is 69 feet. The minimum paved roadway width is 36 feet including 20 feet of travel lanes and 8-foot parking lanes on each side. A 0.5-foot curb, 8-foot planter, and 6-foot sidewalk are required. The King County Assessor's Map shows an approximate current right-of-way width of 60 for S. Tobin Street. A dedication of approximately 4.5 feet would be required along the S. Tobin Street frontage to meet City standards.

The existing frontage improvements along Rainier Avenue S. and S. Tobin Street consist of a 0.5-foot curb, 6-foot 9-inch planter and 5-foot sidewalk. The portion of Rainier Avenue S. and S. Tobin Street that fronts this project is going to be improved by the City of Renton under the Rainier Avenue Phase 4 Traffic Improvement Project. The Rainier Avenue Phase 4 project is in preliminary design and construction is expected to start in 2019 or 2020. The applicant has submitted a street modification request (Exhibit 12) to exempt the project from the requirements for frontage improvements, see FOF 21 above.

A traffic impact analysis (Exhibit 8) submitted by Jake Traffic Engineering has been received and shows the drive thru with a capacity of 8 cars.

Paving and trench restoration within the City of Renton right-of-way shall comply with the City's Restoration and Overlay requirements.

Increased traffic created by the development would be mitigated by payment of transportation impact fees. Currently this fee is assessed at \$27.66. This fee increases each year and the applicable fee is paid at the time of building permit issuance.

N/A	I. Phasing: The applicant is not requesting any additional phasing.
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I. CONCLUSIONS:

1. The subject site is located in the Commercial Mixed Use (CMU) Comprehensive Plan designation and complies with the goals and policies established with this designation, see FOF 17.
2. The subject site is located in the CA zoning designation and complies with the zoning and development standards established with this designation provided the applicant complies with City Code and conditions of approval, see FOF 18.
3. The proposed site plan review application complies with the Urban Design Regulations provided the applicant complies with City Code and conditions of approval, see FOF 19.
4. The proposed Starbucks building complies with the adopted Critical Areas Regulations established by City Code provided all advisory notes and conditions are complied with, see FOF 20.
5. The proposed Starbucks building complies with the modification criteria as established by City Code provided all advisory notes and conditions are complied with, see FOF 21.
6. The proposed Starbucks building complies with the site plan review criteria as established by City Code provided all advisory notes and conditions are complied with, see FOF 22.
7. The proposed Starbucks building complies with the street standards, provided the modification is approved and the project complies with all advisory notes and conditions of approval contained herein, see FOF 22.
8. There are adequate public services and facilities to accommodate the proposed Starbucks building, see FOF 22.

J. DECISION:

The Starbucks at Airport Plaza site plan review and modification applications, File No. LUA16-000506, as depicted in Exhibit 2, are approved and are subject to the following conditions:

1. The landscaped area abutting Rainier Ave S on the northwest corner of the denoted limits of work area shall be increased to the minimum required width of 10 feet. An updated detailed landscape plan shall be submitted at the time of building permit review to the Current Planning Project Manager for review and approval of the expanded landscape area.
2. Additional plantings shall be added to the retained plantings along S Tobin Street. These additional plantings shall be shown on a detailed landscape plan to be submitted at the time of building permit review to the Current Planning Project Manager for review and approval.
3. The applicant shall provide an analysis demonstrating how the project complies with the following landscaping requirement: Shrubs are required at a minimum rate of 1 per every 20 square feet of landscaped area. Up to 50 percent of the shrubs may be deciduous. This analysis shall be provided to the Current Planning Project Manager for review and approval at the time of building permit review.
4. The applicant shall provide a detail for the proposed arbor on Rainier Avenue S and/or other architectural elements incorporating plants on the detailed landscape plan submitted for review and approval by the Current Planning Project Manager at the time of Building Permit review.
5. A lighting plan including fixture details shall be submitted at the time of Building Permit review for review and approval by the Current Planning Project Manager.
6. The south building elevation (facing S Tobin Street) shall be amended to include weather protection that is a minimum of 4 ½ feet wide along 75 percent of the building façade. The weather protection shall have a height between 8 and 15 feet. The revised building elevation shall be submitted at the time of Building Permit review for review and approval by the Current Planning Project Manager.

October 24, 2016

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7. Building lighting fixtures shall be provided along the south façade (facing S Tobin Street). Details of the proposed lighting fixtures shall be submitted to the Current Planning Project Manager for review and approval at the time of Building Permit review.
8. The curb ramps at the northeast corner of S Tobin Street and Rainier Ave. S intersection shall be brought up to current ADA standards.

DATE OF DECISION ON LAND USE ACTION:

SIGNATURE:



Jennifer Henning, Planning Director

10/24/2016

Date

TRANSMITTED this 24th day of October, 2016 to the Owner/Applicant/Contact:

Owner:

Burkheimer Family, LLC
1326 5th Avenue NE #708
Seattle, WA 98181

Applicant/Contact:

Lance Mueller
Lance Mueller & Assoc. Architecture
130 Lakeside Avenue, Suite 250
Seattle, WA 98122

TRANSMITTED this 24th day of October, 2016 to the Parties of Record:

Gretchen Kaehler

State of WA/DAHP

PO Box 48343

Olympia, WA 98504

TRANSMITTED this 24th day of October, 2016 to the following:

Chip Vincent, CED Administrator

Brianne Bannwarth, Development Engineering Manager

Steve Triplett, Development Services

Vanessa Dolbee, Current Planning Manager

Fire Marshal

K. LAND USE ACTION APPEALS, REQUEST FOR RECONSIDERATION, & EXPIRATION:

The administrative land use decision will become final if the decision is not appealed within 14 days of the decision date.

APPEAL: This administrative land use decision will become final if not appealed in writing to the Hearing Examiner on or before 5:00 PM on November 7, 2016. An appeal of the decision must be filed within the 14-day appeal period (RCW 43.21.C.075(3); WAC 197-11-680), together with the required fee to the Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. RMC 4-8-110.B governs appeals to the Hearing Examiner and additional information regarding the appeal process may be obtained from the City Clerk's Office, (425) 430-6510.

EXPIRATION: The Administrative Site Development Plan Review decision will expire two (2) years from the date of decision. A single two (2) year extension may be requested pursuant to RMC 4-9-200.

RECONSIDERATION: Within 14 days of the decision date, any party may request that the decision be reopened by the approval body. The approval body may modify his decision if material evidence not readily discoverable prior to the original decision is found or if he finds there was misrepresentation of fact. After review of the reconsideration request, if the approval body finds sufficient evidence to amend the original decision, there will be no further extension of the appeal period. Any person wishing to take further action must file a formal appeal within the 14-day appeal time frame.

THE APPEARANCE OF FAIRNESS DOCTRINE: provides that no ex parte (private one-on-one) communications may occur concerning the land use decision. The Doctrine applies not only to the initial decision, but to Appeals to the Hearing Examiner as well. All communications after the decision/approval date must be made in writing through the Hearing Examiner. All communications are public record and this permits all interested parties to know the contents of the communication and would allow them to openly rebut the evidence in writing. Any violation of this doctrine could result in the invalidation of the appeal by the Court.

ENVIRONMENTAL REVIEW COMMITTEE REPORT

ERC MEETING DATE:	August 9, 2016
Project Name:	Starbucks at Airport Plaza
Project Number:	LUA16-000506, ECF, SA-A, MOD
Project Manager:	Rocale Timmons, Senior Planner
Owner:	The Burkheimer Family LLC; 1326 5 th Ave, Ste 708; Seattle, WA 98101
Contact:	Lance Mueller; Lance Mueller & Assoc.; 130 Lakeside Ave, Ste 250; Seattle, WA 98122
Project Location:	64 Rainier Ave S

Project Summary: The applicant is requesting Administrative Site Plan Review, Environmental (SEPA) Review, and a street modification, for the construction of a new Starbucks with associated parking, and landscaping. The 18,000 square foot building pad, on the 2.64 acre site, is located within the Commercial Corridor (CC) land use designation and the Commercial Arterial (CA) zoning classification. The proposed building pad is located on the southwest corner of the site, at the northeast corner of Rainier Ave S and S Tobin St. The proposed building would have a gross square footage of approximately 2,097 square feet. Access to the site would be provided via existing curb cuts along Airport Way S, Rainier Ave S, and S Tobin St. The proposal includes 14 parking spaces within surface parking area to the east of the proposed structure.

Site Area: 18,000 SF **Total Building Area GSF:** 2,000 SF

STAFF RECOMMENDATION: Staff Recommends that the Environmental Review Committee issue a Determination of Non-Significance - Mitigated (DNS-M).



Project Location Map

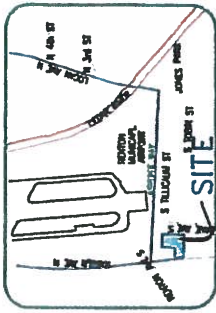
EXHIBIT 1

AIRPORT WAY

LAKE AVE SOUTH

RAINIER AVE SOUTH

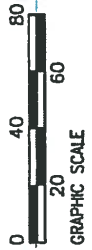
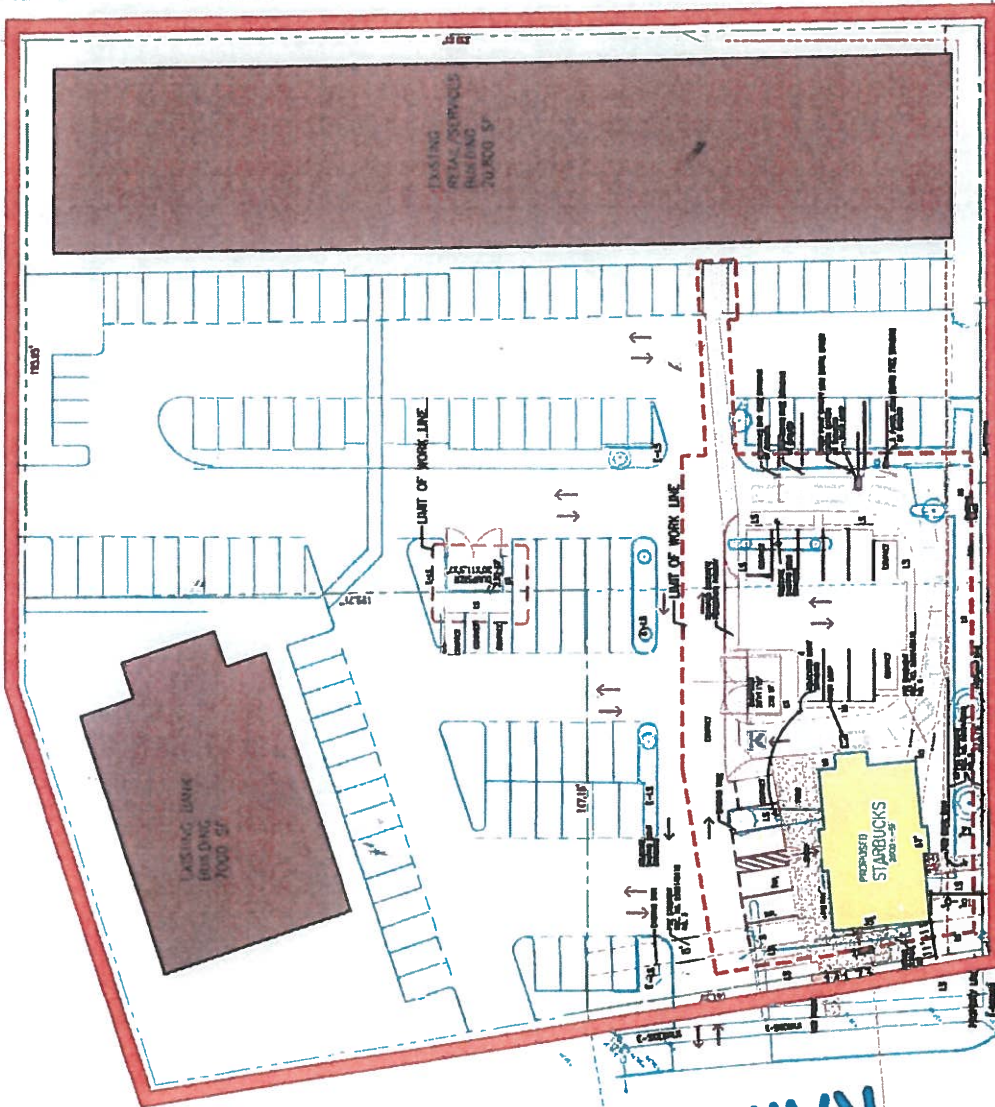
SOUTH TOBIN STREET



VICINITY MAP



PRELIMINARY PROPOSED DUMPSTER
ELEVATION NTS



SITE PLAN

1" = 20'-0"

EXHIBIT 2

AIRPORT WAY

LAKE AVE SOUTH

RAINIER AVE SOUTH

SOUTH TOBIN STREET

CONCEPTUAL LANDSCAPE PLAN

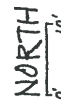
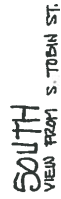


M S D
LANDSCAPE ARCHITECTURE
2005 Field Study
2005-2006

EXHIBIT 3

[illegible]

— Existing trees to remain, with canopy close and stippled



- Legend:**
- a. Metal Casings: pre-painted in 'dark bronze' color range.
 - b. Wood Bases & Soffits: left stain & sealed 'red-brown' color range.
 - c. Shelves or slats: 'dark' color range.
 - d. Horizontal Metal Band: pre-painted in 'dark bronze' color range.
 - e. Entry Casings: pre-painted in 'dark bronze' color range.
 - f. Slats or Masonry Veneer: To be determined in 'dark' range.
 - g. Horizontal ribbed metal siding: pre-painted in 'dark bronze' color range.
 - h. Glass & Signwork: Clear insulated glass in 'dark bronze' element.

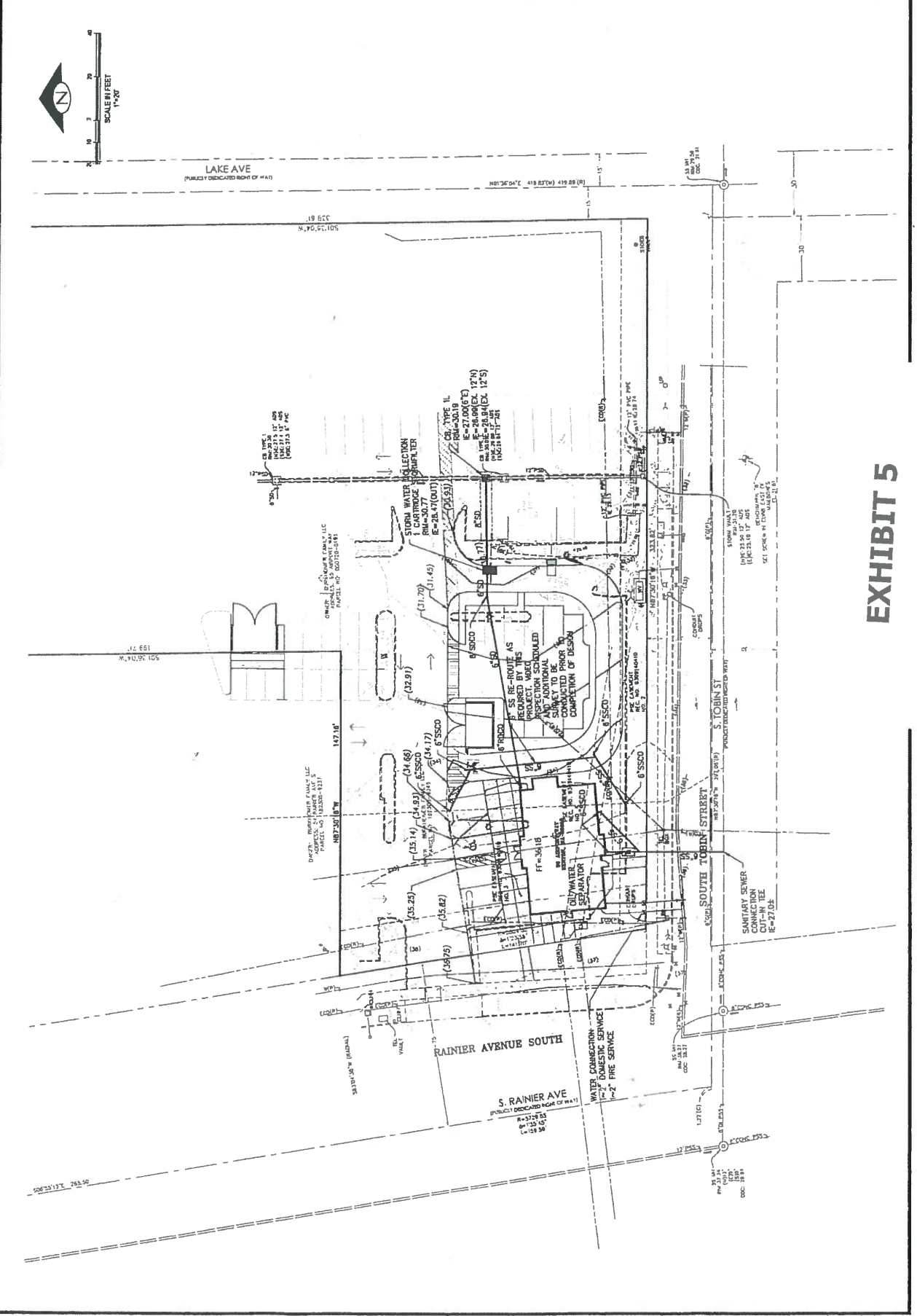
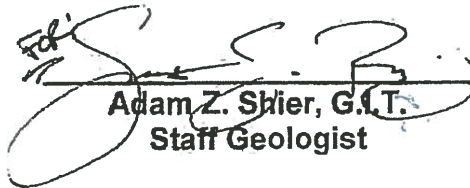


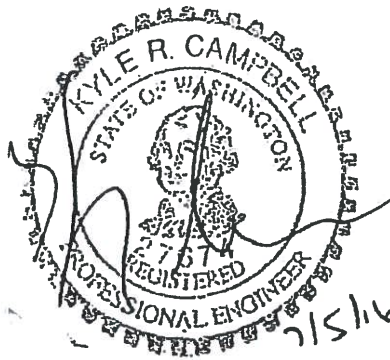
EXHIBIT 5

PREPARED FOR

**BURKHEIMER FAMILY, LLC
c/o LANCE MUELLEER & ASSOCIATES**

July 5, 2016


**Adam Z. Shier, G.I.T.
Staff Geologist**



**Kyle R. Campbell, P.E.
Principal**

**GEOTECHNICAL ENGINEERING STUDY
STARBUCKS AT AIRPORT PLAZA
64 RAINIER AVENUE SOUTH
RENTON, WASHINGTON**

ES-4576

**Earth Solutions NW, LLC
1805 – 136th Place Northeast, Suite 201
Bellevue, Washington 98005
Phone: 425-449-4704 Fax: 425-449-4711
Toll Free: 866-336-8710**

EXHIBIT 6

PRELIMINARY STORM DRAINAGE REPORT

for

Starbucks at Airport Plaza

95 Airport Way

Renton, WA 98055

Applicant:

Burkheimer Family LLC

Engineer:

Ted Dimof, PE

License No. 36042

Bush, Roed and Hitchings

2009 Minor Avenue E

Seattle, WA 98102

(206) 323-4144



Date: July 5, 2016

EXHIBIT 7



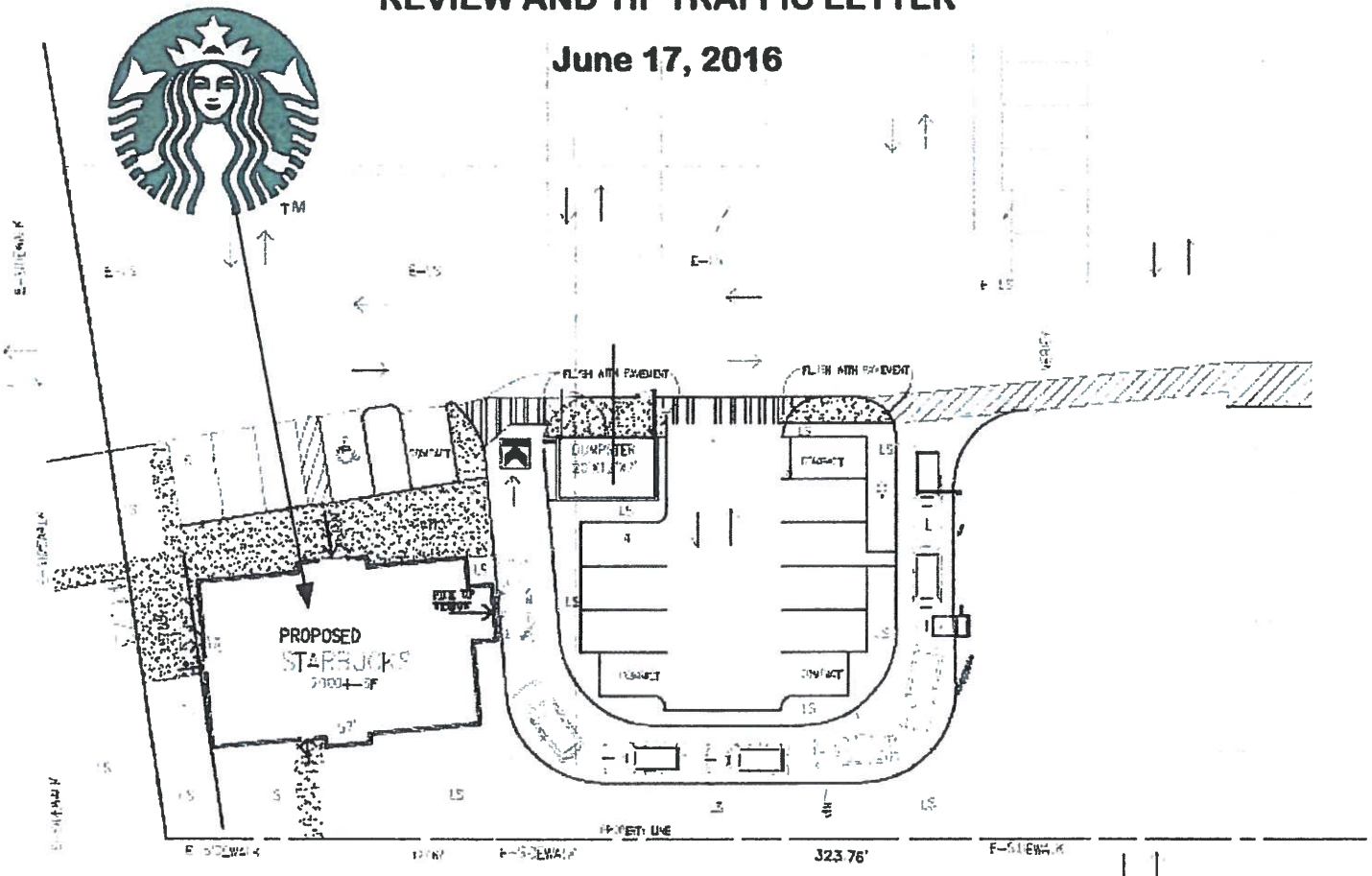
Renton

AIRPORT PLAZA STARBUCKS

PRE16 - 000247

**TRIP GENERATION, DISTRIBUTION, ACCESS/CIRCULATION
REVIEW AND TIF TRAFFIC LETTER**

June 17, 2016



JTE . Jake Traffic Engineering, Inc.
Mark J. Jacobs, PE (OR and WA), PTOE, President
2614 39th Ave. SW - Seattle, WA 98116 - :
Tel. 206.762.1978 - Cell 206.799.569
E-mail jaketraffic@comcast.net

EXHIBIT 8

RENTON. AHEAD OF THE CURVE.

City of
Renton
Public Works Department





Allyson Brooks Ph.D., Director
State Historic Preservation Officer

July 27, 2016

Ms. Rocale Timmons
Associate Planner
City of Renton
1055 South Grady Way
Renton, WA98507

In future correspondence please refer to:

Project Tracking Code: 2016-07-05388

Property: LUA16-000506, ECF, SA-A, MOD Starbucks at Airport Plaza

Re: **Archaeology - Survey Requested**

Dear Ms. Timmons:

Thank you for contacting the Washington State Historic Preservation Officer (SHPO) and Department of Archaeology and Historic Preservation (DAHP) and providing documentation regarding the above referenced project. The project area has a high probability for containing precontact and/or historic archaeological resources. The project area is situated on the banks of the historical channel of the Black River. There are multiple previously recorded precontact sites within approximately 1,500 feet including the Henry Moses Homestead Site, 45 KI009, the Renton High School Ballfield Site 45KI1010 and the Renton High School Site 45KI501. These sites are located on landforms similar to that of the project area. Please be aware that archaeological sites are protected from knowing disturbance on both public and private lands in Washington States. Both RCW 27.44 and RCW 27.53.060 require that a person obtain a permit from our Department before excavating, removing, or altering Native American human remains or archaeological resources in Washington. Failure to obtain a permit is punishable by civil fines and other penalties under RCW 27.53.095, and by criminal prosecution under RCW 27.53.090.

Chapter 27.53.095 RCW allows the Department of Archaeology and Historic Preservation to issue civil penalties for the violation of this statute in an amount up to five thousand dollars, in addition to site restoration costs and investigative costs. Also, these remedies do not prevent concerned tribes from undertaking civil action in state or federal court, or law enforcement agencies from undertaking criminal investigation or prosecution. Chapter 27.44.050 RCW allows the affected Indian Tribe to undertake civil action apart from any criminal prosecution if burials are disturbed.

Identification of archaeological resources during construction is not a recommended detection method because inadvertent discoveries often result in costly construction delays and damage to the resource. We request a professional archaeologist be onsite to monitor removal of the pavement and excavation for the footing under a monitoring plan reviewed by DAHP and the Tribes. We also recommend consultation with the concerned Tribes' cultural committees and staff regarding cultural resource issues.

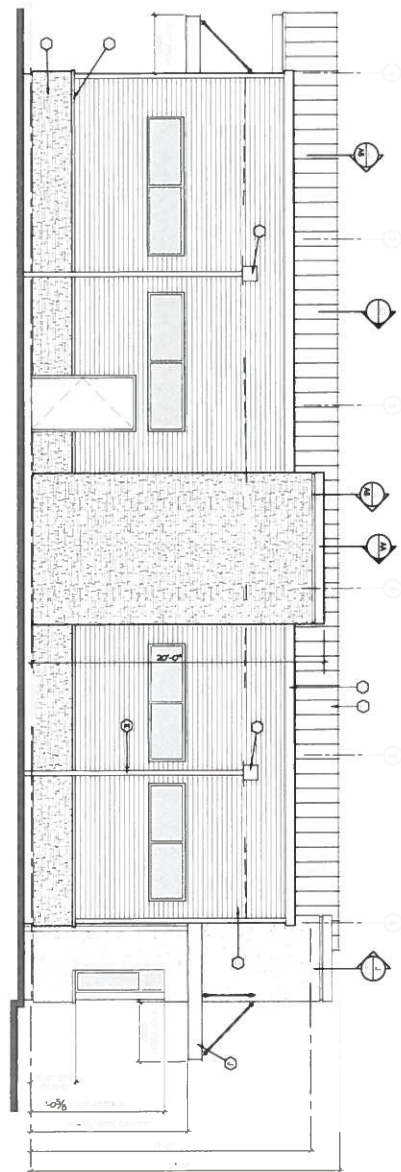
EXHIBIT 9

Washington • Department of Archaeology & Historic Preservation
Box 48343 • Olympia, Washington 98504-8343 • (360) 586-3065
www.dahp.wa.gov



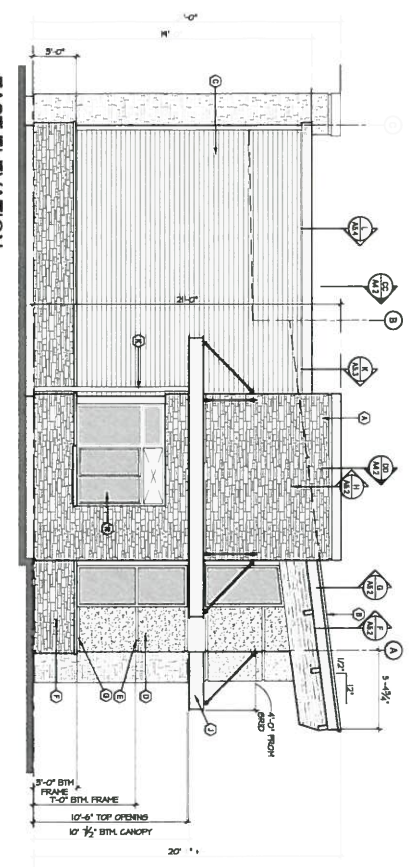
SOUTH ELEVATION

SCALE 1/8" = 1'-0"



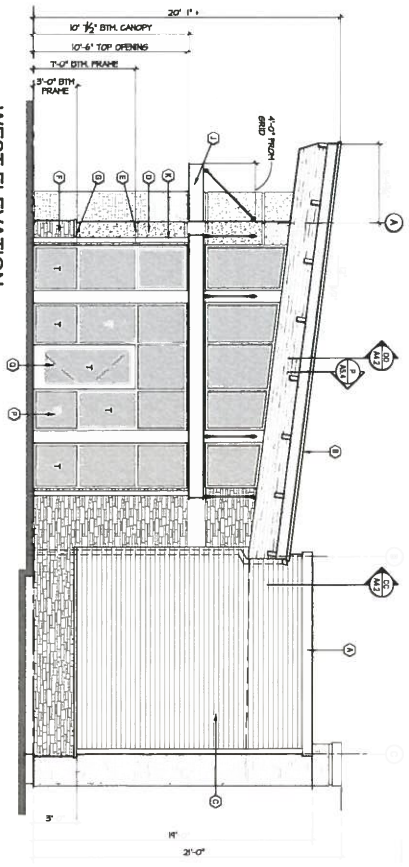
EAST ELEVATION

SCALE 1/8" = 1'-0"



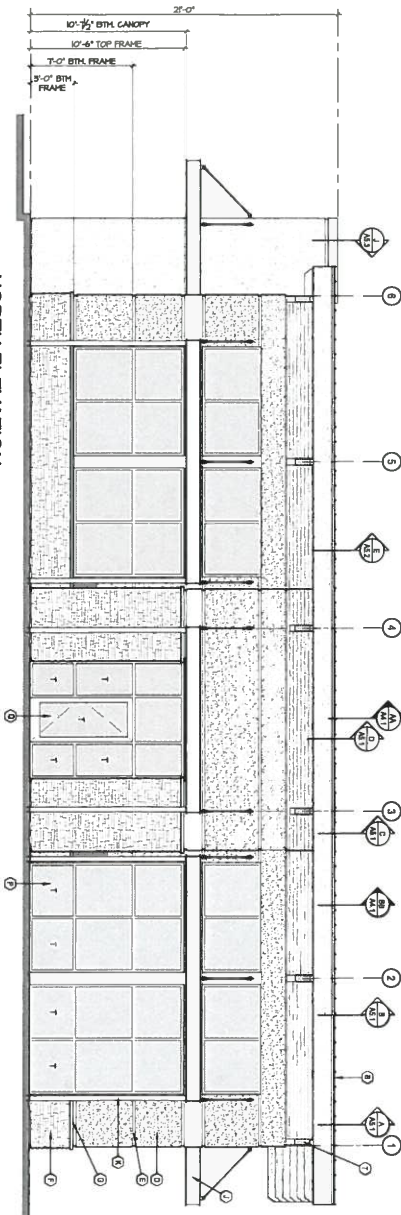
WEST ELEVATION

SCALE 1/8" = 1'-0"



NORTH ELEVATION

SCALE 1/8" = 1'-0"



ELEVATION KEYNOTES

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EXHIBIT 11



June 28, 2016

Ms. Rocale Timmons
Senior Planner
CITY OF RENTON
Planning Division
Renton City Hall – 6th floor
1055 South Grady Way
Renton, WA 98057

Re: STARBUCKS AT AIRPORT PLAZA
MODIFICATION REQUEST
64 RAINIER AVE. S.

Dear Rocale:

On behalf of the property owner, we request a modification to City standards to eliminate the requirement for the 4.5 ft. deep right-of-way dedication and the physical improvements on S. Tobin St. We also request that other than improving the sidewalk corner at S. Tobin St. and Rainier Ave. S. to provide an ADA accessible ramp, no improvements be required along Rainier Ave. S.

There is very little traffic on Tobin as there is only a right turn north bound on Rainier to Tobin, or a right turn north bound on Rainier. Airport Way is the major arterial with all turns at a traffic light. Tobin will most likely remain a minor neighborhood street. There is adequate right-of-way width now to allow the traffic lanes and parking on either side of Tobin. It appears there is no real need to widen Tobin other than a City standard that probably is not really justified in this case. It doesn't appear that the existing buildings on the south side of Tobin would fit very well with a 4.5 ft. take on that side either as they are relatively close to the existing curb and there is no planter strip on that side.

Also, if there were a 4.5 ft. take on our site, the distance between the new r/w line and the existing internal east/west parking lot drive gets reduced to the point where we lose area for landscaping, the dumpster enclosure and parking. We went through several alternatives with Starbucks to get to the point where we have a plan with good pedestrian connection and presense on Rainier and not have the drive through lane between the building and the street. We also have enough space on the north side of the new building for outdoor seating in the shade for the warm days. Between existing utilities and the existing space, we have to work with, it is working pretty well. We would like to have a generous landscaping area between the building and Tobin, but really don't want to have to move the building north and eliminate the north side outdoor seating.

EXHIBIT 12

June 28, 2016

Ms. Rocale Timmons, Senior Planner
CITY OF RENTON
Planning Division
Re: STARBUCKS AT AIRPORT PLAZA
MODIFICATION REQUEST
Page Two

We understand the City has plans in place to do the improvements on Rainier in the next 3 years or so.

The following demonstrates substantial compliance with review criteria:

- a. The modification has no impact on the policies and objectives of the Comprehensive Plan Land Use Element and the Community Design Element as there would be no change to the existing situation which allows adequate circulation, a safe sidewalk with planter slip along Tobin and on-street parking.
- b. The modification does not change the safety, function, appearance, environmental protection and maintainability intended by the Code requirements, as adding 4.5 ft. to the right-of-way would not make any substantial change to any of these criteria.
- c. The modification will not be injurious to other property in the vicinity as it only involves the street along the south side of Airport Plaza. It is unlikely the street width would be widened in any case as 60 ft. of right-of-way width is standard in most cities and leaving the curb to curb width as it currently exists can have no injurious impact to other properties as nothing changes.
- d. Tobin has normal two-way traffic lanes with curb side parking either side and it certainly is not crowded with traffic and has parking available, so we must assume the current condition conforms to the intent and purpose of the Code.
- e. Modification is justified for all the reasons noted, plus the taking of property from Airport Plaza is not necessary for the intended functioning of S. Tobin St., and the taking would cause a negative impact to the development of the Starbucks building by reducing needed parking and landscaping.
- f. Same as c, no injury or adverse impacts to other properties in the vicinity.

June 28, 2016

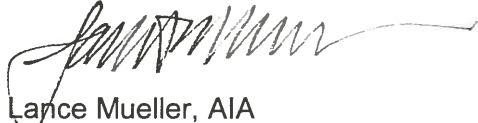
Ms. Rocale Timmons, Senior Planner
CITY OF RENTON
Planning Division
Re: STARBUCKS AT AIRPORT PLAZA
MODIFICATION REQUEST
Page Three

In summary, we hope the City will grant our request of modification to eliminate the right-of-way dedication and street improvements on S. Tobin St., and any improvements to Rainier Avenue S.

Thank you for your consideration.

Sincerely,

LANCE MUELLER & ASSOCIATES/ARCHITECTS



Lance Mueller, AIA
LM:nk



August 19, 2016

Community & Economic Development C. E. "Chip" Vincent, Administrator

Washington State
Department of Ecology
Environmental Review Section
PO Box 47703
Olympia, WA 98504-7703

Subject: ENVIRONMENTAL (SEPA) THRESHOLD DETERMINATION

Transmitted herewith is a copy of the Environmental Determination for the following project reviewed by the Environmental Review Committee (ERC) on August 15, 2016:

SEPA DETERMINATION: Determination of Non-Significance Mitigated (DNSM)
PROJECT NAME: Starbucks at Airport Plaza
PROJECT NUMBER: LUA16-000506, ECF, SA-A, MOD

Appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on September 2, 2016, together with the required fee with: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Appeals to the Examiner are governed by RMC 4-8-110 and information regarding the appeal process may be obtained from the City Clerk's Office, (425) 430-6510.

Please refer to the enclosed Notice of Environmental Determination for complete details. If you have questions, please call me at (425) 430-7219.

For the Environmental Review Committee,

A handwritten signature in black ink that reads 'Rocale Timmons'.

Rocale Timmons
Senior Planner

Enclosure

cc: King County Wastewater Treatment Division
Boyd Powers, Department of Natural Resources
Karen Walter, Fisheries, Muckleshoot Indian Tribe
Melissa Calvert, Muckleshoot Cultural Resources Program
Gretchen Kaehler, Office of Archaeology & Historic Preservation

Ramin Pazooki, WSDOT, NW Region
Larry Fisher, WDFW
Duwamish Tribal Office
US Army Corp

EXHIBIT 13

**ENVIRONMENTAL (SEPA) DETERMINATION OF NON-SIGNIFICANCE
- MITIGATED (DNS-M)**

PROJECT NUMBER: LUA16-000506, ECF, SA-A, MOD
APPLICANT: Lance Mueller, Lance Mueller & Associates
PROJECT NAME: Starbucks at Airport Plaza

PROJECT DESCRIPTION: The applicant is requesting Administrative Site Plan Review, Environmental (SEPA) Review, and a street modification, for the construction of a new Starbucks with associated parking, and landscaping. The 18,000 square foot building pad, on the 2.64 acre site, is located within the Commercial Corridor (CC) land use designation and the Commercial Arterial (CA) zoning classification. The proposed building pad is located on the southwest corner of the site, at the northeast corner of Rainier Ave S and S Tobin St. The proposed building would have a gross square footage of approximately 2,097 square feet. Access to the site would be provided via existing curb cuts along Airport Way S, Rainier Ave S, and S Tobin St. The proposal includes 14 parking spaces within surface parking area to the east of the proposed structure.

PROJECT LOCATION: 64 Rainier Ave S
LEAD AGENCY: City of Renton
Environmental Review Committee
Department of Community & Economic Development

The City of Renton Environmental Review Committee has determined that it does not have a probable significant adverse impact on the environment. An Environmental Impact Statement (EIS) is not required under RCW 43.21C.030(2)(c). Conditions were imposed as mitigation measures by the Environmental Review Committee under their authority of Section 4-9-070D Renton Municipal Code. These conditions are necessary to mitigate environmental impacts identified during the environmental review process. Because other agencies of jurisdiction may be involved, the lead agency will not act on this proposal for fourteen (14) days.

Appeals of the environmental determination must be filed in writing on or before 5:00 p.m. on August 26, 2016. Appeals must be filed in writing together with the required fee with: Hearing Examiner, City of Renton, 1055 South Grady Way, Renton, WA 98057. Appeals to the Examiner are governed by RMC 4-8-110 and more information may be obtained from the Renton City Clerk's Office, (425) 430-6510.

PUBLICATION DATE: AUGUST 19, 2016

DEPARTMENT OF COMMUNITY
AND ECONOMIC DEVELOPMENT



DATE OF DECISION:

AUGUST 9, 2016

SIGNATURES:

Gregg Zimmerman
Gregg Zimmerman, Administrator
Public Works Department

8/9/16
Date

Mark Peterson
Mark Peterson, Administrator
Fire & Emergency Services

8/9/16
Date

Kelly Beymer
Kelly Beymer, Administrator
Community Services Department

8/9/16
Date

C.E. Vincent
C.E. "Chip" Vincent, Administrator
Department of Community &
Economic Development

8/9/16
Date

DETERMINATION OF NON-SIGNIFICANCE-MITIGATED (DNSM) MITIGATION MEASURES AND ADVISORY NOTES

PROJECT NUMBER: LUA16-000506, ECF, SA-A, MOD

APPLICANT: Lance Mueller; Lance Mueller & Assoc.; 130 Lakeside Ave,
Ste 250; Seattle, WA 98122

PROJECT NAME: Starbucks at Airport Plaza

PROJECT DESCRIPTION: The applicant is requesting Administrative Site Plan Review, Environmental (SEPA) Review, and a street modification, for the construction of a new Starbucks with associated parking, and landscaping. The 18,000 square foot building pad, on the 2.64 acre site, is located within the Commercial Corridor (CC) land use designation and the Commercial Arterial (CA) zoning classification. The proposed building pad is located on the southwest corner of the site, at the northeast corner of Rainier Ave S and S Tobin St. The proposed building would have a gross square footage of approximately 2,097 square feet. Access to the site would be provided via existing curb cuts along Airport Way S, Rainier Ave S, and S Tobin St. The proposal includes 14 parking spaces within surface parking area to the east of the proposed structure.

PROJECT LOCATION: 64 Rainier Ave S

LEAD AGENCY: The City of Renton
Department of Community & Economic Development
Planning Division

MITIGATION MEASURES:

1. A survey shall be submitted to the Current Planning Project Manager that conforms to the requirements and standards of the Washington State Office of Archaeology and Historic Preservation and must be conducted under the on-site supervision of a state-approved archaeologist prior to construction permit approval. Should evidence of a historic site be found during site development, work shall immediately cease and the Washington State of Archaeology and Historic Preservation shall be contacted at (360) 586-3065. In the event that cultural artifacts are found, work cannot recommence until approval is received from the Office of Archaeology and Historic Preservation.
2. A survey shall be submitted to the Current Planning Project Manager that conforms to the requirements and standards of the Washington State Office of Archaeology and Historic Preservation and must be conducted under the on-site supervision of a state-approved archaeologist prior to construction permit approval. Should evidence of a historic site be found during site development, work shall immediately cease and the Washington State of Archaeology and Historic Preservation shall be contacted at (360) 586-3065. In the event that cultural artifacts are found, work cannot recommence until approval is received from the Office of Archaeology and Historic Preservation.

ADVISORY NOTES:

The following notes are supplemental information provided in conjunction with the administrative land use action. *Because these notes are provided as information only, they are not subject to the appeal process for the land use actions.*

Planning:

1. RMC section 4-4-030.C.2 limits haul hours between 8:30 am to 3:30 pm, Monday through Friday unless otherwise approved by the Development Services Division.
2. Commercial, multi-family, new single family and other nonresidential construction activities shall be restricted to the hours between seven o'clock (7:00) a.m. and eight o'clock (8:00) p.m., Monday through Friday. Work on Saturdays shall be restricted to the hours between nine o'clock (9:00) a.m. and eight o'clock (8:00) p.m. No work shall be permitted on Sundays.
3. Within thirty (30) days of completion of grading work, the applicant shall hydroseed or plant an appropriate ground cover over any portion of the site that is graded or cleared of vegetation and where no further construction work will occur within ninety (90) days. Alternative measures such as mulch, sodding, or plastic covering as specified in the current King County Surface Water Management Design Manual as adopted by the City of Renton may be proposed between the dates of November 1st and March 31st of each year. The Development Services Division's approval of this work is required prior to final inspection and approval of the permit.
4. The applicant may not fill, excavate, stack or store any equipment, dispose of any materials, supplies or fluids, operate any equipment, install impervious surfaces, or compact the earth in any way within the area defined by the drip line of any tree to be retained.
5. The applicant shall erect and maintain six-foot (6') high chain link temporary construction fencing around the drip lines of all retained trees, or along the perimeter of a stand of retained trees. Placards shall be placed on fencing every fifty feet (50') indicating the words, "NO TRESPASSING – Protected Trees" or on each side of the fencing if less than fifty feet (50'). Site access to individually protected trees or groups of trees shall be fenced and signed. Individual trees shall be fenced on four (4) sides. In addition, the applicant shall provide supervision whenever equipment or trucks are moving near trees.
6. This permit shall comply with the Bald and Golden Eagle Protection Act. The permitted is responsible for adhering to the U.S. Fish and Wildlife Service National Bald Eagle Management Guidelines (2007) and /or your U.S. Fish and Wildlife Service permit.

Water:

1. Water service is provided by the City of Renton. It is in the Valley service area in the 196' hydraulic pressure zone. The approximate static water pressure is 68 psi at a ground elevation of 34 feet.
2. The lot will require a separate 1-inch water meter for service. The service line and meter would be installed by the City of Renton. The current (2016) fee to install this service line and meter would be \$3,310.00. The current System Development Charge (SDC) for a 1-inch meter would be \$3,245.00.
3. There is an existing 12-inch cast iron water main south of the site along the northern edge of S Tobin St that can deliver 5,200 gallons per minute (gpm). Reference Project File WTR2700020 in COR Maps for record drawings. There is also a dead end 10-inch ductile iron water main west of the site along the eastern edge of Rainier Ave S that ends at a fire hydrant (COR Facility ID No. HYD-S-00367) that can deliver 1,950 gallons per minute (gpm). Reference Project File WTR2700711 in COR Maps for record drawings.
4. No water main extensions would be required.
5. No additional fire hydrants would be required.
6. A reduced pressure backflow assembly (RPBA) will be required behind the meter. The RPBA shall be installed per City of Renton standards.
7. If a sprinkler system is required, a stub out with a double check valve assembly (DCVA) that will need to be provided for a building fire department connection (FDC).

Sewer:

1. The current plan shows the new sewer line connecting to the existing 12-inch PVC sewer running west to east in S Tobin St south of the site. Reference Project File WWP2701901 in COR Maps for record drawings.
2. There is an existing 6-inch PVC side sewer that serves Banner Bank at 54 Rainier Ave S, north of the site. The side sewer is connected to the sewer main in S Tobin St and passes through the proposed building footprint. Please reference the provided side sewer card. The plans submitted by BRH shows how this side sewer will be rerouted around the new building and connected to the main in S. Tobin Street. Any new side sewer serving the bank will need to be contained in a 10 feet private sewer easement where it passes through the Starbucks parcel. The side sewer shall be 6-inch per City standards.
3. The applicant has purposed a sewer re-route of the existing 6-inch PVC around the purposed building site. The plans show that clean outs will be installed at two of the beds of the 6-inch sewer pipe. The clean outs are located
4. The existing sewer stub that will be severed for building construction can be reused for the side sewer for the new building.
5. A grease trap will need to be installed after the kitchen sink allowing wastewater to flow through it before discharging to the sewer main.
6. No sewer main extensions would be required.
7. The development would be subject to a system development charge (SDC) for sewer service. The SDC for sewer service is based on the size of the domestic water service. The current SDC for sewer service with a 1-inch water meter installation is \$2,242.00.

Drainage:

1. The project is subject to a system development charges (SDC) for stormwater. The current SDC is \$0.594 per square foot of new impervious surface area, but not less than \$1,485.00.
2. Effective January 2, 2017, the City of Renton will be adopting a new stormwater manual which will be based on the 2016 King County Surface Water Design Manual. All projects vested after January 2, 2017 will be subject to these new stormwater requirements. Please refer to RMC 4-1-045 for information regarding project vesting.

Transportation:

1. The City of Renton Trench restoration and Street overlay requirements will be applicable for any work in the public right of way.

Fire:

1. Fire impact fees are applicable at the rate of \$1.84 per square. This fee is paid at time of building permit issuance.
2. The preliminary fire flow is 1,500 gpm. A minimum of two fire hydrants are required. One within 150 feet and one within 300 feet of the building. There are sufficient existing hydrants in this area, no new hydrants are required.
3. Approved fire sprinkler and fire alarm systems are not required in the proposed retail building of this size. Fire alarm required if the building exceeds 3,000 square feet. Threshold for fire sprinklers is reached if the occupant load exceeds 100 people which equals a dining space of 1,500 square feet for restaurants.
4. Fire department apparatus access roadways are adequate as they exist.
5. An annual place of assembly permit is required for occupant loads exceeding 50 persons.

Parks:

1. Park Impact Fees per Ordinance 5670 applies.

General:

1. All construction or service utility permits for drainage and street improvements will require separate plan submittals. All utility plans shall conform to the Renton Drafting Standards. Plans shall be prepared by a licensed Civil Engineer.

When utility plans are complete, please submit four (4) copies of the drawings, two (2) copies of the drainage report, permit application, an itemized cost of construction estimate, and application fee at the counter on the sixth floor.